

# ALL HANDS



in this issue:  
navy men in action

MAY 1972







# ALL HANDS

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## TABLE OF CONTENTS

### Features

The Fleet in Action .....	2
Torpedo Retrievers .....	6
Our Ever-Changing Amphibious Forces .....	10
Whaleboat Racing .....	12
Wheeling: Teamwork in Action .....	14
Point Mugu's Small Boat Navy .....	18
USS Alamo: The Navy Sinks Her on Purpose .....	20
SacLant Celebrates Her Twentieth .....	22
Pattern-Making, Navy Style .....	24
Macrame—or Knots, to You .....	26

### Special Report

A Drug Education Program	
PhibLant CARES Center .....	28
On the Helicopter Circuit .....	32

### Departments

Tides and Currents .....	34
From the Desk of MCPON .....	40
On the Scientific Front .....	56
Letters to the Editor .....	60
Taffrail Talk .....	64

### Navv News Briefs

Barracks Modernization, 50,000 Advanced, Changes in VRB Eligibility, New SecNav: Warner Succeeds Chafee, Frozen Longevity Raises to Be Paid Retroactively, Environmental Awards, YN & PN Reenlistment Choices, Quarterdeck Watchstanders, Stars for Vietnam Service, A New NEC: CARCE, Artificial Gold for Enlisted Uniforms, Volunteers for Drug Education Program, Pennsylvania Bonus, 1972 Officer Billet Summaries, Savings Bonds, Commissions for HMs and DTs, Veterans Employment .....

36

### Bulletin Board

What's New on the Education Front? .....	41
What's New in Housing and BEQs? .....	46
CO's Conferences:	
A Sampling on Communications .....	44
Help Wanted: Volunteers for Assault Craft .....	54
Project Handclasp .....	55

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• **AT LEFT: WHEN MY SHIP COMES IN**—Balloons, flags and lots of love wait on the pier when the sailors come home. A welcome such as those shown at left is long awaited by the voyaging crewmen and they're not usually disappointed.

• **FRONT COVER: UDT FROGMEN** surface after a training mission during an exercise off Pinaros Island, Puerto Rico. Photo by W. F. Curtsinger.



A black and white photograph showing a view from the deck of a ship. In the foreground, a dark, cylindrical porthole with a white star on its top is visible. Above it is a horizontal railing with a vertical post. The background shows the ocean with white-capped waves under a bright sky.

# ***The Fle***





# et In Action

*One of the first lessons a novice reporter learns is called the Mathematics of Journalism. The rule states: one man plus one wife equals one child, no story; one man plus one wife equals 26 children, you've got a story.*

*Result is that an awful lot of things which are merely ordinary fail to get into print. The little stuff is constantly being shoved aside for the bigger material, the story with a new twist, or the interest-grabbing feature. In an effort to do something with the little stuff, to give credit to the little guy, or the ship doing the ordinary thing, ALL HANDS introduces this section which, from time to time, will present the items which are usually chucked aside simply because of lack of space.*

*Included in this wrap-up are items about a March of Dimes drive in Beatrice, Nebr.; a tug doing her bit in Operation Handclasp; sailors helping fire victims; and other small items which—taken as a whole—show the diversity of effort undertaken each day by the Fleet in Action. More importantly, perhaps, these little odds and ends depict the everyday, humane efforts of the officers and men of the U.S. Navy which usually go unnoticed in the overall play of that most fleeting commodity called "news."*

### *Saturation Divers, First Class*

**T**HE NAVY'S FIRST CLASS of saturation divers was recently graduated at San Diego's Submarine Development Group One. These 16 first class divers, who represented a pilot program for a Navy school that will train 120 saturation divers a year, received intensive training at Ballast Point and aboard the Naval Undersea Research and Development Center's *Elk River* (IX 501).

In saturation diving, a man is subjected to pressure to a known working depth on the surface in a decompression chamber, then transferred to that depth in a personnel transfer capsule. After sufficient exposure to the surrounding pressures, the diver acquires a gas saturation in his body which balances the water pressure. When the diver is not working, he lives under pressure on the surface. This eliminates the lengthy decompression stops required for useful work with more conventional diving methods.

### *Whipple Gets Leading TV Role*

**I**F CREWMEMBERS of USS *Whipple* (DE 1062) weren't fans of the TV series, "Hawaii Five-O," before, they are now—at least for one episode in which they can see themselves in action. On a recent Friday afternoon—before she had even made her first deployment—*Whipple* was visited by Jack Lord, other cast members, and the TV crews for the filming of an episode in which she portrays a ship having returned from the Far East with heroin smuggled on board. (See related article on USS *Preble* in ALL HANDS, February 1972.) The culprit is apprehended, of course, by the Hawaii Five-O regulars, who received enthusiastic assistance from *Whipple* regulars. After many scenes were shot throughout the ship—including man overboard drills and hoisting the boat—rumors were running rampant as to whether any new stars had been discovered.

### *New Fuel Rates Cake Cutting*

**A** RECENT cake-cutting ceremony in the Number One Main Machinery Room aboard USS *Constellation* (CVA 64) marked the first anniversary of the attack carrier's conversion to Navy Distillate Fuel (ND). *Constellation* is the first ship of her type to use the new fuel, which, because of its cleaner and more complete combustion, drastically reduces both air pollution and maintenance requirements in the ship's eight propulsion boilers.

### *Navy Film Wins Award*

**"S**TRUTS, PROPWASH & SALT SPRAY," a multimedia presentation produced by the Atlantic Fleet Combat Camera Group, was selected for the Grand Award as the best multiple-media production of 1971 by the International Film and TV Festival of New York at its awards dinner. Competing with more than a dozen other multi- or mixed-media productions—all of which were produced by leading civilian film companies—the Navy's entry took the Grand Award, a huge, gleaming silver bowl, which is the festival's highest honor. Lieutenant Commander Robert D. Baer, CO of the Combat Camera Group, accepted the award.

Produced at the request of Vice Admiral R. L. Townsend, Commander of Atlantic Fleet Naval Air Forces, to commemorate 60 years of naval flying, the presentation uses three nine- by 12-foot rear-projection screens to trace the history of naval aviation from its beginnings in 1911 to the dynamic present.

### *Gunnery Rates 'Outstanding'*

**T**HE FLEET TUG USS *MOLALA* (ATF 106), a unit of Service Group One, was recently presented a letter of congratulations for outstanding performance by the ship's gunnery department during refresher training at San Diego. Exceeding the usual performance for ships of her class, *Molala* chalked up a 98.3 in the graded exercises for the weapons segment, with a final battle problem grade of 96 and an overall "outstanding" for the ship. Citing the finest leadership, preparation, and attention to detail as the secrets of *Molala's* success, the letter was presented to LT Robert J. Branco, *Molala's* skipper, by Captain R. A. Bowling, Commander Service Group One, who personally congratulated each member of the gun crew.



## *Tug Shuttles Material*

**C**REWMEMBERS from the Seventh Fleet ocean tug USS *Hitichiti* distributed Operation Handclasp materials to residents of San Felipe, Zambales, during a recent visit to the town while the tug was at Subic Bay, R. P. U. S. Seventh Fleet units and shore commands at the Subic Bay-Cubi Point complex distributed nearly 30 tons of Handclasp materials to nearby communities during the past Christmas season.

## *Awards Cite Antarctic Navymen*

**F**IVE NAVYMEN attached to Antarctic Development Squadron Six (VXE-6) were recently cited with awards resulting from their performance as flight crew members of the LC-130 *Hercules* during Operation Deep Freeze '71. CDR J. B. Dana was awarded a bronze star (in lieu of a second award of the Air Medal), and letters of commendation were presented to ABHC W. H. Tamplet, ABH1 Douglas E. Sargent, AMS1 Virgil L. Varner, and AT3 Lester L. Luce. These flights, covering 10,750 nautical miles and twice spanning the continent of Antarctica, were instrumental in transporting field party equipment and scientific personnel of the United States, Great Britain and Norway from McMurdo Station and Halley Bay Station to the unexplored Shackleton and Sverdrup Mountain Ranges.

## *Circuit Riding Dentists*

**"M**USTER IN THE BARBERSHOP with your toothbrush—dental call." Dental call in the barbershop? Yes, as a matter of fact that's exactly where Lieutenant Lyle T. Roudabush (DC) recently held appointments for 32 men aboard USS *O'Hare* (DD 389), currently operating in the Mediterranean Sea.

One of four "flying dentists" from USS *Independence* (CVA 62), LT Roudabush's dental call aboard *O'Hare* was made possible by a helicopter from which he and an assistant were lowered by line and harness to the destroyer's deck. Once on board, the two headed for the barbershop where the chairs are most suitable for dental work.

"Without a headrest it was rather uncomfortable for the patients and tiring for me," LT Roudabush said. But, sore necks notwithstanding, the patients aboard *O'Hare* seemed to appreciate this visit which, according to Commander Paul E. Sutherland Jr., *O'Hare's* skipper, marks the first time the ship has had a dentist aboard.

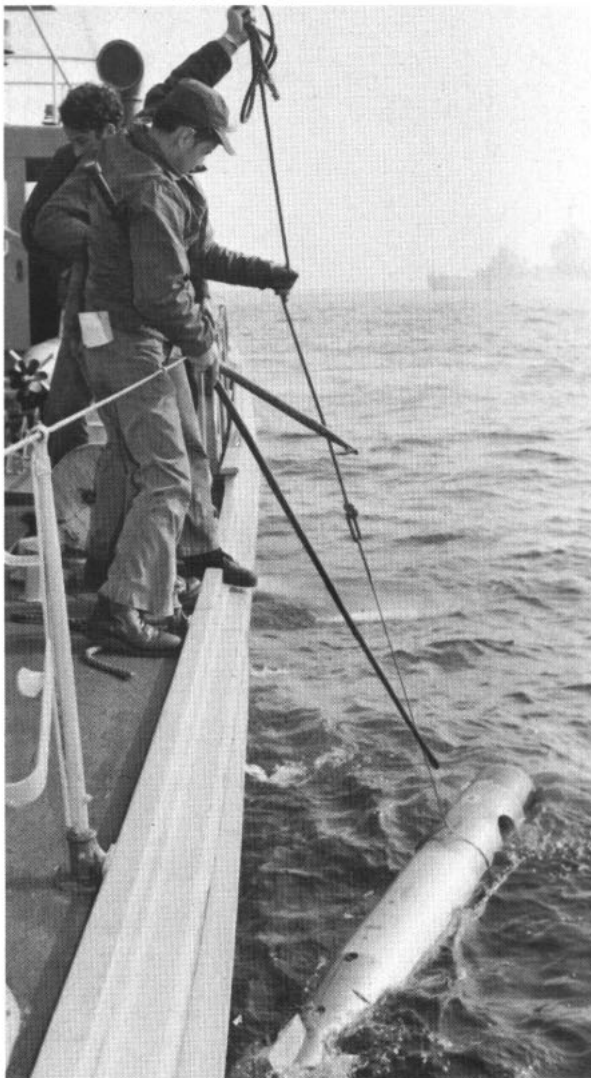
## *Recruiters' Cake Worth \$421*

**A**CCCEPTING THE CHALLENGE of local Army recruiters, two Navy recruiters in Beatrice, Nebr., started mixing it up—a cake batter, that is. EN1 Bob Center and IC1 Bob Vain, with the help of several other recruiters in the Omaha District, recently whipped up a cake—in the form of an aircraft carrier—and walked away with the first place trophy from the March of Dimes Cake Bake Contest. The cake was auctioned off for \$421, which was donated to the March of Dimes. Among others on hand for the ceremony were Mrs. Don Schmidt and her daughter Julie who, born with a kidney condition, is the 1972 March of Dimes Poster Child for Nebraska.

## *Pearl City Has Self-Help*

**R**ESIDENTS OF PEARL CITY, HAWAII, now have a safer sidewalk for their children and greater peace of mind, thanks to their own motivation and some assistance from Seabees of Construction Battalion Unit 413. Pearl City residents, mostly military families, were concerned because their children traveled to and from school along a sidewalk which afforded no protection from the heavy traffic of Lehua Avenue.

Their efforts blocked previously from lack of funds, these people—offering their labor on a voluntary basis—turned to the Seabees for help, and members of CBU 413 were quick to respond. The volunteer "pole planters" and "fence stretchers" were so enthusiastic that the job was finished in 70 mandays instead of the estimated 100. The result is a chain link fence, four feet high and 2300 feet long, standing between the sidewalk and Lehua Ave.



Above: A cowboy style recovery by the crew nets a torpedo fired by the nuclear-powered cruiser Long Beach. Right: The TRs operate from Navy Submarine Support Facility in Ballast Point.

# torpedo re

**T**HE MODERN TORPEDO is a complex weapon which has grown from a simple tube carrying explosives to a target-seeking, acoustic homing device which can outsmart its target. Unfortunately, the torpedo's cost has increased in proportion to its complexity and this creates problems when it comes to target practice.

Submarines, surface ships and aircraft all require a little practice in firing their fish, of course, and use of the explosive variety is out of the question. As a substitute, the Navy uses nonexplosive exercise torpedoes for much of its training. As might be expected, these are less expensive and, unlike the armed version, they return to the surface at the end of their run instead of exploding or sinking.

Their buoyant virtues notwithstanding, an exercise torpedo is still an expensive piece of equipment which the Navy isn't anxious to lose and that's where the torpedo retriever (TR) crews come in. At San Diego, the job of picking up the Navy's exercise shots falls to the 46 men of the Submarine Flotilla One Torpedo Retriever crews.

These men use special open stern boats and winches with which they haul the weapons aboard and return them to San Diego. Although this sounds like a rela-



## Pilots Take Part in Rescues

**N**AVY MEN AND UNITS at various locations recently have been busy fishing people out of the seas. On 10 December, Patrol Squadron 22's standby alert crew was launched on a SAR mission to Midway in a combined effort with Coast Guard units to search for survivors of the Danish ship *Herring Kirsch*. Soon after the aircraft's arrival on station, a crew member reported seeing an orange object, then a bright orange flare in the sky.

Piloted by Lieutenant Joe Cottle and manned by "Crew One," the plane returned to find a single life-

raft carrying six men and six women who had been at sea for 36 hours. The ss *Puna* was radioed, and within an hour the survivors were picked up.

About a month later, Helicopter Combat Support Squadron One's Detachment Three went to the aid of eight Chinese on their distressed fishing vessel; the badly damaged junk had lost its mast and suffered other topside destruction. On instructions from uss *Constellation* (CVA 64), Lieutenant Commander Ray Lazo, Officer in Charge of Detachment Three, prepared for a possible rescue mission at first light on 11 January. In addition to normal preparations for a rescue mission, LCDR Lazo even provided an interpreter—AMH2 Frank W. Wong, a native of Taiwan



# trievers

tively simple operation, it isn't. Pulling torpedoes aboard without damaging their delicate control surfaces is tricky business, especially in rough seas. Nevertheless, the enlisted craftsmasters who command the TRs are so practiced in their job that they make it look easy.

**A**S FOR THE CREWS, most like this independent duty and all are in favor of saving the Navy money by "recycling" its torpedoes. And they do save money. Lieutenant (jg) Bill May, for example, directs the four boats which operate from San Diego's Ballast Point. He and his men recover each week about 15 torpedoes from aircraft, cruisers, submarines and destroyers.

Most of the everyday work is done by small 65- and 72-foot boats but the little fleet's 100-foot boat often spends four days at sea on open ocean operations. When the TRs aren't rounding up torpedoes, they do various odd jobs which range from carrying customs and agriculture inspectors to meet ships returning from overseas to taking spare parts to sea for the repair of a damaged pump on board an oil clean-up vessel.

—Photos by Photographer's Mate 1st Class G. L. Neuman



Left: Five of TR7's six crewmen make sure the cruiser's exercise shot is tied down tight. Two powerful diesel engines will insure the weapon a quick ride home. Above: Rendezvous—the launch ship is picked up on radar.

now attached to Det Three's maintenance department.

At 0630 the SH-3G took off and during heavy seas and high winds, LCDR Lazo piloted the helo to a spot directly above the damaged craft. Wong was lowered by rescue hoist to its deck and quickly explained procedures for hoisting aboard the carrier. In less than 40 minutes the eight men were safe on board *uss Constellation*. One injured man was taken to the ship's medical department; the others were given hot showers, dry clothes and a warm breakfast.

**T**HE "HOLY HELO" aboard *uss Coral Sea* (CVA 43) is so called because of its regularly scheduled shuttle flights which carry chaplains to escort ships with no

chaplain embarked. But one man aboard *uss Epperson* (DD 719) might call it the Holy Helo for another reason.

En route to *Epperson* to pick up Father W. F. Maloney, *Coral Sea's* Catholic chaplain, helo pilot Lieutenant Jim Woodward got word that an *Epperson* sailor was over the side. Help was needed—fast. And that's what he got—within 10 minutes, AMSAN Carl Ratliff was in the water helping the man into the static line's harness. Safely aboard the helo, the man was somewhat tired and scared and, according to JO2 John Choens, mighty glad to have made the acquaintance of *Coral Sea's* Holy Helo crew.

### *High-level Highlining Aboard Conyngham*

**H**IGHLINING PEOPLE BETWEEN SHIPS is always an interesting experience—not to mention breathtaking if you happen to be the person swinging on a line above the racing, narrow white-water channel between two ships, staking your health and well-being on the ability of two highline crews.

It's nothing unusual for an admiral to be highlined from one ship to another, but when three admirals are involved in the procedure it develops into a major undertaking—as the crews of *uss Conyngham* (DDG 17) and *uss Savannah* (AOR 4) recently found out. In this case, the three admirals—ADM William F. Bringle (CINCUSNAVEUR), VADM Gerald E. Miller (COMSIXTHFLT) and RADM William D. Houser (COMCARDIV TWO)—were highlined from *Savannah* to *Conyngham* for discussions with Captain B. M. Atkinson, Commander Destroyer Squadron 32. Following the meeting, the three admirals returned the way they had come, making it back to *Savannah* safe and sound—and dry.

### *McCain Aids Sailing Sloop*

**U**SS JOHN S. MCCAIN (DDG 36) went to the aid of a motor sailing sloop in distress about 55 miles off the coast of Baha, Calif., in February. The distressed vessel *White Caps* out of Long Beach, had been adrift for two days when *McCain* answered her signal. The sloop was out of fresh water and had engine trouble; her batteries were dead and she was low on fuel. A Navy doctor found the four passengers to be in excellent condition and, when *McCain* crewmen were unable to make repairs at sea, the sloop was towed in to Puerto Magdalena.

### *Alamo Supports Local Drive*

**D**EMONSTRATING CONCERN for their homeport community, crewmembers of *uss Alamo* (LSD 33) contributed \$4522.85—an average of \$15 per man—to this year's Combined Federal Campaign Fund Drive. The ship's "E" Division led all others with an average contribution of \$60 per man. *Alamo's* contribution will be pooled with others in providing for various organizations supported by the Long Beach CFC.

### *Fire Victims Aided*

**W**HEN CS2 ALBERT E. WELCHMAN heard a radio newscast about a Cranston, R. I., mother and her five children who were left homeless by fire, he decided to try to help. Next day at work he approached his VXE-6 shipmates, offering to put up \$25 if they'd match that amount with voluntary donations. They did, and a total of \$55 was raised for Mrs. Timpani and her children. The family was located with the help of the Cranston Fire and Welfare departments; Petty Officer Welchman and his wife met Mrs. Timpani and her kids at a shopping center where the \$55 was spent on clothing for the two youngest children.

### *McCaffery Chiefs Take The Deck*

**F**OUR CHIEFS aboard *uss McCaffery* (DD 860) have been taking Admiral Zumwalt up on the opportunity he presented for senior petty officers to assume more responsibility by standing bridge and Combat Information Center watches. RDC John M. Adams, who has been qualified as an OOD(1) since December, served as JOOD aboard two other ships before completing his qualifications on *McCaffery*. STGC Jerry L. Adcock stood JOOD watches aboard *uss Blandy* (DD 943) and OOD on *uss Hammerberg* (DE 1015) before coming to *McCaffery*, where he's currently a qualified JOOD and working on his OOD requirements. Two other qualified JOODs and CIC watchstanders are FTGC Daniel A. Pinto and ETC James L. Snow.

### *132 in Crew Are Commended*

**A** STRANGER stepping aboard *uss Saratoga* (CVA 60) recently might have thought that Captain J. R. Sanderson, the ship's commanding officer, was conducting a dungaree inspection. In reality, as JOSN Joseph Gelbach informed us, it was an awards ceremony at which CAPT Sanderson presented letters of commendation to 132 men from *Saratoga's* engineering department for their service during the repair of a condenser which had been damaged due to the failure of a cooling water line. Working under adverse conditions, the engineering gang combined their skill, knowledge and perseverance into teamwork that returned the condenser to its normal condition in less than 72 hours. Seven men were also promoted during the ceremony as a result of their performance on Navy-wide competitive examinations.



## 1972 Seabee Queen Is Named

**M**ISS DONNI S. MOGER, daughter of Commander and Mrs. Jack B. Moger of Annandale, Va., was recently crowned as 1972 Seabee Queen at the Seabee Ball in Washington. Miss Moger was selected by a panel of judges from among three other candidates, all daughters of Civil Engineer Corps officers. The new Seabee Queen is a National Honor Society member at Oakton High School and has been accepted to enter Florida State University this fall, where she plans to major in architecture.

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## Fleet Tug Answers Fire Alarm

**T**HE CREW of the fleet ocean tug USS *Mosopelea* (ATF 158) made good use of their training recently when their ship went to the aid of a blazing trawler in the Chesapeake Bay. *Mosopelea* previously had spent a long week in practicing salvage procedures, including firefighting, diving and the use of beach gear.

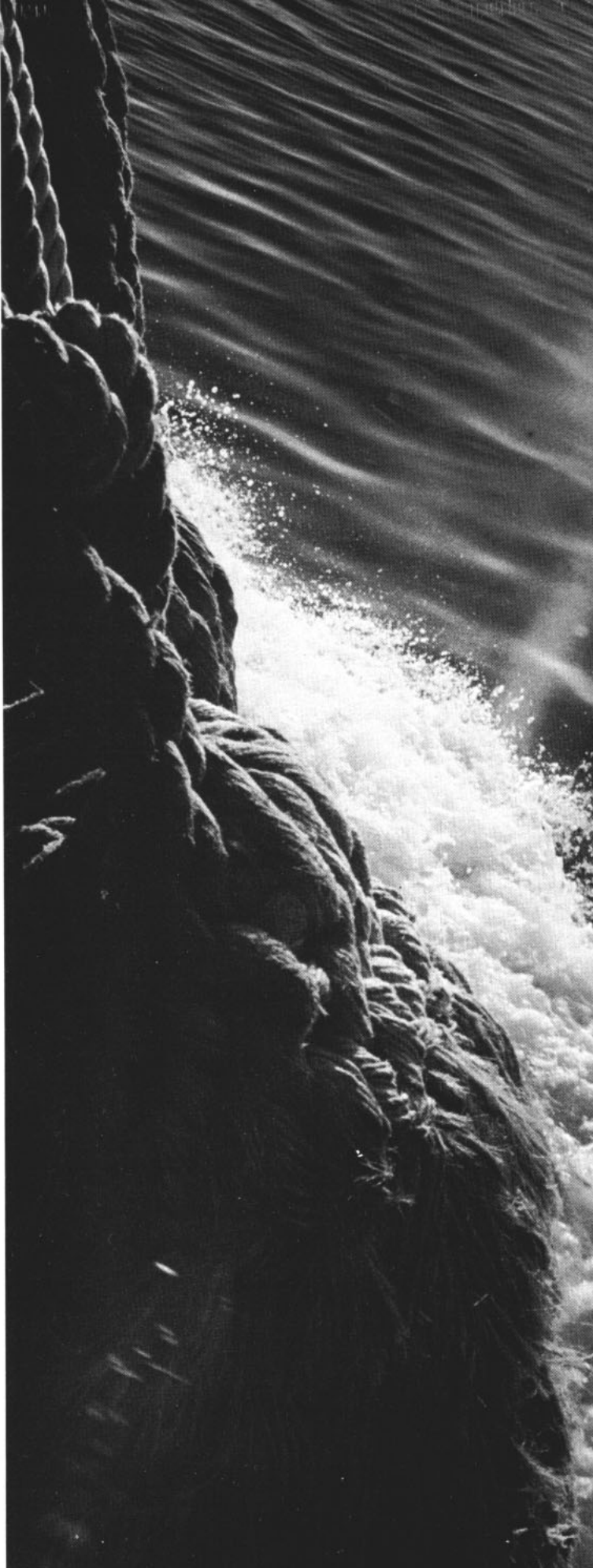
The tug was returning from operations one night off the Virginia Capes when the officer of the deck saw the trawler *Cozart* explode near the Chesapeake Bay Bridge Tunnel. Lieutenant Commander C. W. Sherer, Jr., *Mosopelea's* skipper, called the crew to general quarters in record time. The tank landing ship USS *Boulder* (LST 1190) also was nearby.

The trawler had been abandoned with her engines in reverse and was traveling about seven knots sternway. *Mosopelea* made a pass by the craft, playing her firehoses across *Cozart's* forward deck, trying to contain the fire. On the second pass, *Mosopelea* secured herself alongside the burning craft, bow to stern, so that the heading of the trawler could be controlled. *Mosopelea's* firefighting monitor was directed on the still uncontrollable fire.

With the fire contained, men aboard two LCMs from *Boulder*, along with *Cozart* crewmen, boarded the trawler and secured her engines. *Mosopelea's* repair party passed over oxygen breathing apparatus and firehoses to the boarders. After an hour's battle, the fire was out and *Mosopelea* began pumping water from the charred trawler.

As *Cozart* made for port under her own power, the men of *Mosopelea* were satisfied that the long week of training had been worth the effort.

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## FLEET IN ACTION

# then & now -- AMPHIBIOUS

*Developing and improving amphibious concepts is an ever-important mission of today's Navy. A few months ago, for example, ALL HANDS reported on the new aluminum boats the amphibious forces have been trying out on the West Coast. To give you an idea of what changes and developments are underway, we return first to an amphibious operation of late World War II.*

**T**HE FIRST THING YOU NOTICE is the quietness; the sea is calm, there's an endless expanse of black. An occasional wave laps at the sides of the dark gray ships as the formation moves steadily toward the coastline. High overhead a whistling wind rushes dark, angry clouds westwardly.

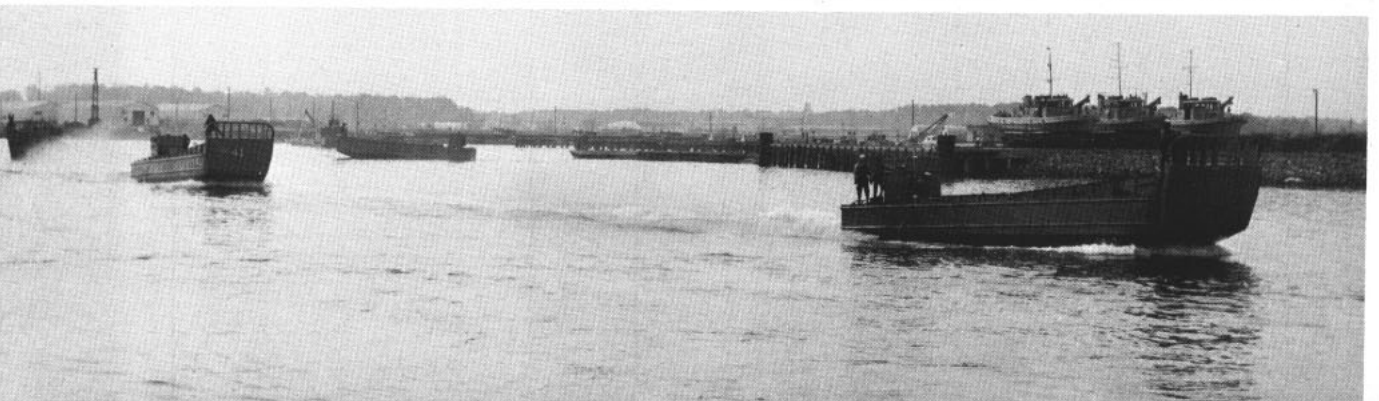
All ships of the convoy move to their assigned positions. Nearest the beachhead are a dozen or more amphibious transports, and right now that is where most of the activity is taking place as preparations for launching the assault craft are being made. To port, starboard, and on the flank, are both heavy and light cruisers, surrounded by scores of destroyers bobbing like small buoys in the now churning sea. Farther out, perhaps a couple of miles or more, two battleships wallow in the sea—guns pointed, ready, waiting.

On the flag bridge of one of the battlewagons, the admiral leans toward a red night light and checks his watch. Everything's on schedule: 0530.

Suddenly the action begins. Instantly it is daylight. As if someone, stumbling around blindly in a darkened room, had finally found the light switch. But there is no stumbling, everything here is perfectly timed, planned down to the smallest detail. The landings begin.

Hundreds of assault craft hastily depart the transports and scurry wildly for shore. The heavy stuff from the battleships and cruisers glows as it streaks inland, lighting the way for the boats carrying thousands of Marines toward the beachhead.

**I**F YOUR IDEA of an amphibious assault produces a mental picture something like the scene described above, you have to update your way of thinking. While this method of beachhead assault is still





# our everchanging S FORCES

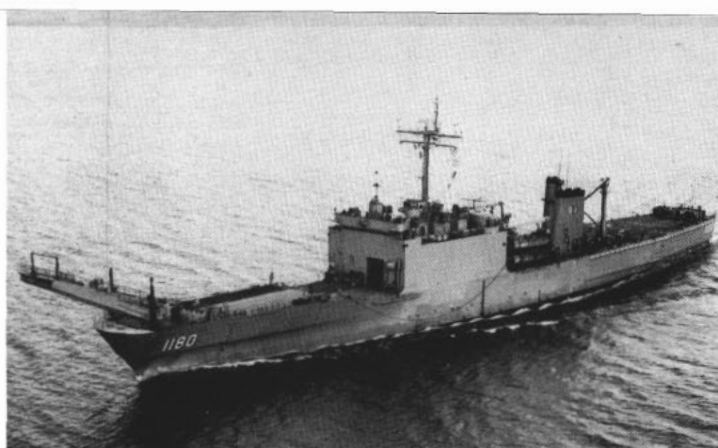
feasible, there have been many innovations in this operation which change the entire picture. According to Rear Admiral W. D. Gaddis, commander of the Seventh Fleet's Amphibious Group One, his command now has the capabilities of making a "raiding support type of operation, rather than the slug-it-out, land-over-the-beach type of operation," that was standard operating procedure during World War II.

Admiral Gaddis says the principal job of today's amphibious force is to prepare for several different types of operations, such as vertical envelopment and raiding operations with a ready Marine landing force.

The Fleet's amphibious forces consist of a squadron of amphibious ships, divided into two amphibious ready groups, known as ARGs—both ARGs carry a battalion of battle-equipped Marines and support equipment. While both of these units are capable of over-the-beach assaults, one unit includes an amphibious assault carrier, which provides the additional capability of vertical envelopment—with the carrier's helos landing troops inland. The other ships in the units are specially designed amphibious troop and cargo carriers.

Right now, the amphibious arm has more new ships than any other force in the Seventh Fleet. The special demands of WestPac operations resulted in the development of one of these new types of ships, the "20-knot ARG." This ship has a sustained cruising speed of 20 knots and a maximum speed of 23 to 24 knots, or about 27 miles per hour.

**T**HE SPEED CAPABILITIES of these new ships contrast rather sharply with those of the old amphibious convoys of World War II. A fast convoy, then, traveled at 13 knots (15 mph), and a slow convoy traveled at eight knots (10 mph). It took weeks and even months to move ships into position to make



a landing.

Admiral Gaddis says, "Now, we can be in position in a matter of days and be more effective as a result."

The admiral also expressed his views on the future of amphibious operations:

"It is rather improbable that we will have massive landings like we did in World War II when amphibious operations really reached their peak of employment, especially in the Pacific," he says. "With the advent of the higher speed amphibious ships and the introduction of the heavy lift helicopters, the amphibious task force has the ability to move in rapidly and exert its energies and efforts well inland and not be confined to a very strict beach area."

Facing page, top: A truck comes down the bow ramp of the tank landing ship USS Newport. Left: LCMs, the amphib workhorses. Top: USS Manitozac, an LST of an entirely new design. (2) USS Cleveland, an amphibious transport dock, carries a balanced load of assault troops and their equipment. Far right: USS Crockett, a patrol gunboat with excellent maneuverability. Right: USS Okinawa, her helicopters ready.



# WHALEBOAT

**C**APTAIN AHAB might not understand, but some sailors in the U. S. Navy actually enjoy whaleboats. Of course, unlike today's sailors, the fabled captain who met his death pursuing the whale, "Moby Dick," didn't have a boat which was motorized; nor was he participating in one of the Navy's Whaleboat regattas.

Preferring not to race whales, sailors today would rather compete against each other, and the result is one of the more popular—and rivalry-inducing—sports in the fleet.

Whaleboat racing is something of a tradition for the Navy, dating back to the 19th century. This was before there were motors in whaleboats and the speed of the particular craft depended on the current and the coordination of the men pulling the oars. Whaleboat regattas enjoyed relative degrees of popularity before and after World War I. Before World War II, the races became an annual event in many areas and the outcomes contributed to the competitive reputations of each ship.

Whaleboats of anchored ships, just for practice, would race each other before the evening meal. A ship would challenge another by lowering her whale-

boat and presenting oars; the challenge was answered when the second ship responded with her whaleboat team. Navy competition became famous, and an all-Navy team was annually invited to compete in a race in Lake Washington, sponsored by the *Seattle Times*.

The races became a casualty of World War II when few efforts were concentrated on recreational activities.

**A**FTER THAT WAR, however, the sport again was revived. For a while, it was even part of recruit training at the San Diego Naval Training Center, where recruit companies would learn some of the art of seamanship and compete against each other on a weekly or biweekly basis.

Within the last 10 years, the oars were phased out, and the era of the motorized whaleboat began. With the passing of the oars has come the revival of regattas. These pit crews and boats from different ships in keen competition. At least three such regattas have been held so far this year. They were:

In celebration of the 177th anniversary of the Navy Supply Corps, *uss Little Rock* (CLG 4) held its first



Left: In the foreground speeds *Little Rock* during the great race. *Augusta, Sicily*, rises in the background.

Below: With saltwater spray in their faces, *Little Rock's* crew pushes onward toward the finish line.



# RACING

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annual Supply Corps Anniversary Motor Whale boat race in Augusta Bay, Sicily. The race was also held for the relaxation of the crews of the Sixth Fleet which had just participated in Task Force Sixty's operation for five days. The boats were manned by Supply Corps personnel and captained by a supply officer from each ship.

**T**HE RACE PRODUCED TWO WINNERS, one from USS *Seattle* (AOE 3) and the other from USS *Leary* (DD 879). Making up the remainder of the field were entries from USS *Independence* (CVA 62), USS *Savannah* (CL 42), USS *Little Rock*, USS *Yarnall* (DD 541), USS *Richard E. Byrd* (DDG 23), and USS *Vogelgesang* (DD 862).

In another corner of the Mediterranean Sea, whaleboat representatives from USS *Detroit* (AOE 4), USS *Josephus Daniels* (DLG 26), and USS *San Diego* (AFS 6) entered a regatta sponsored by Vice Admiral Isaac Kidd and his flagship, USS *Springfield* (CLG 7), anchored off Malaga, Spain. *Detroit* managed to best her rivals, and came in three lengths ahead of *Daniels* and *San Diego*.

Competition in San Diego, Calif., this year was much more keen. Nearly 30 entries from ships in the area came to compete, and when the final event was held, the whaleboat from USS *Kitty Hawk* (CVA 63) was declared the winner. Piloted by Boatswain's Mate 3rd Class Randall Azure, and manned by Engineman 3rd Class Larry Pinkerton and Seaman Timothy Merrihew, the boat maintained an average speed of 7.68 knots around a two-mile, triangular course for 13:34.5 to finish eight lengths ahead of the entry from USS *Maddox* (DD 731).

**A** PLAQUE honoring the winner was presented by Vice Admiral Ray Peet, Commander First Fleet, aboard his flagship USS *Providence* (CLG 6). A second plaque for the boat crew judged the "smartest" in its display of seamanship in boathandling went to the crew of the Number Two boat entered by USS *Prairie* (AD 15).

With these and other competitions scheduled for later this year, whaleboat racing as a sport for Navy-men should be regaining some of the popularity it knew some 70 years ago.

—JO3 Jim Stovall



Above: USS *Kitty Hawk*'s motor whaleboat pulls out in front of the competition on the last leg of the race.

Right: With only seconds left in the race, all whaleboats are squeezing the last ounce of energy from their engines.







FLEET IN ACTION

# USNS WHEELING

TRACKING  
PACIFIC  
RANGE  
MISSILES

**EYES AND EARS**—Wheeling's impressive antenna array may be partially seen in the picture at left. The antennas visible include the AN/FPS-16 radar, the AN/MPS-25 radar, the command destruct, the low-gain telemetry antenna, the medium gain telemetry antenna, and the log periodic antenna. The ship is considered to be one of the world's most sophisticated in terms of electronic equipment.

ALL HANDS

**H**ERE'S AN IDEAL EXAMPLE of teamwork among naval personnel, civil service technicians, and contract employees—which occurred aboard one of the Navy's most sophisticated ships in behalf of an Army operation.

During the mission the range instrumentation ship USNS *Wheeling* (T-AGM-8) steamed almost 14,000 miles and logged a total of 41 days, 15 hours and six minutes at sea. Making the operation a success were the efforts of the 60-man, civil service crew of *Wheeling* headed by Captain E. R. Gibson; 17 officers and civilians from the Pacific Missile Range; and 46 representatives from three missile and electronic firms, and the Strategic Systems Program Office.

"The preparation for this recent exercise started when the Military Sealift Command ship *Wheeling* returned to Port Hueneme last spring, following a similar deployment," said Commander Richard C. Brabec, operational plans officer for the Pacific Missile Range at Point Mugu, Calif., and the range representative aboard *Wheeling*.

"The ship was placed in the yard at Hunter's Point in San Francisco for her annual upkeep period and work on some 20 major items. Following the yard period we began grooming her for operational readiness and this lasted through the middle of October. We used launches from Vandenberg Air Force Base as 'targets of opportunity' and *Wheeling* made 10 trips during these exercises.

"When the ship departed Port Hueneme 19 October, there still were some instrumentation deficiencies. Range contract personnel continued to work on these items until the ship left Pearl Harbor about two weeks later; all systems were ready when the ship left Pearl."

**W**HEELING IS DESIGNED to extend Pacific Missile Range operations into the broad ocean area and was the only ship capable of performing functions required by the range user in this exercise. *Wheeling* not only provided real time safety to the extent required, but also served as command center for the target. She was able to lock onto, and track, the missiles fired from the launch ship at various targets located vast distances from the two vessels.

At the same time *Wheeling* was controlling fly-by aircraft and coordinating communications with all operating units.

The ship's computers are capable of selecting the best information received by the two radars and displaying it on the plotting boards. They can take elevation data from one radar, azimuth data from the other, and range from either, or combine any of the data to present the best possible display on the boards.

Prime mission was to insure that the missiles used in the Army test did not endanger lives or property.

The Commander Pacific Missile Range has the safety responsibility for any missile launched from or beneath the surface of the Pacific Ocean.

In this case, the Army called for the targets to be launched from a naval vessel. *Wheeling* was positioned near the launch ship and coordinated with the Army to determine when they were ready to receive the targets.

**T**HE TWO KEYMEN during the operation were the Range Operations Supervisor and the Missile Flight Safety Officer.

*Wheeling* has two range operation supervisors assigned; they alternate position during the exercises, with one aboard *Wheeling* and the other at Point Mugu. The missile flight safety officer and his assistant were aboard *Wheeling* and aboard the launch ship during the exercise.

The range operations supervisors coordinate all the pre-operational checks with the launch ship, run operational and recognition checks, test instrumentation pre-readiness, and pre-operational systems check-offs. The range supervisors are tasked with the job of coordinating all communications between the launch vessel, range users, *Wheeling*, and fly-by aircraft, while keeping the missile flight safety officer informed of the countdown and status.

The missile flight safety officer is responsible for the safety of the entire operation. *Wheeling* is the controlling agency, and the missile flight safety officer gives the final launch clearance.

Once the missile has been launched, the missile flight safety officer can watch its progress on seven plotting boards in the Operational Control Center aboard *Wheeling*.

The plotting boards have an instrument impact prediction already computed and plotted; the Missile Flight Safety Officer watches the progress for the flight as it is plotted by standard real time position and velocity on the boards. If the missile's flight becomes erratic or for any other reason the Missile Flight Safety Officer deems it will cause an unsafe operation, the flight is aborted and the missile destroyed.

**T**HE MISSILE had to negotiate a very tight course to insure the safety of the people living in the mid-Pacific area.

Captain Lyle H. Sette, Range Operations Officer, stated that "This was an excellent team effort. I can't give any one man the credit for its success. The co-operation received was great. The operation was a 100 per cent team effort and couldn't have been done any other way."

The Pacific Missile Range provided two EC-121K (*Connies*) aircraft for the operation. During the ex-

## FLEET IN ACTION

ercises one was based at Yokota, Japan, and the other at Wake Island. The aircraft flew range operations and were on station to record data.

"The significance of this operation can't be appreciated until you realize that 5000 miles from their home base, the ship and two aircraft were able to rendezvous at a precise point and lock-on and track a missile fired from another ship," said CDR Brabec.

"The only time the missile flight safety officer had a chance to get in some actual training was during the transit from Pearl Harbor to station. This was a very busy time for all hands," CDR Brabec stated.

"The technicians and engineers were constantly grooming the equipment to peak operating efficiency," he continued.

"All of this effort was expended to prepare for an exercise that would take less than two minutes. But during those two minutes the safety officer had to have a visual presentation so that he could perform the range safety function."

The actual countdown began over 30 hours before launch. The ship had to navigate precisely for rendezvous with the other units involved and arrive exactly on station on time. Once the missile was fired the ship couldn't alter speed or heading until tracking was completed.

**D**URING THE COUNTDOWN, contractor personnel ran through a multi-check list and countdown items, insuring that all instrumentation systems were peaked, PMR personnel supervised the overall operations and participated in countdown operations, while safety people supervised system readiness tests and programmers and analysts monitored software and hardware performance.

At the moment of truth, the teamwork and cooperation of all hands paid off in *Wheeling's* outstanding performance.

The day before the operation 60-knot winds were blowing, with gusts up to 80 knots and hail. Yet when the ship and missile technicians needed good weather the next day, the winds died down and they had moderate seas.

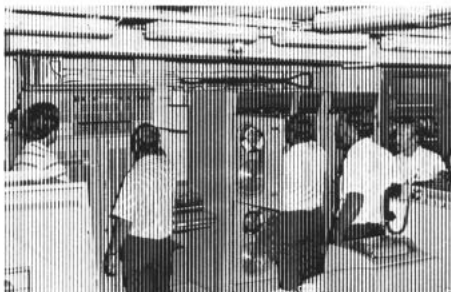
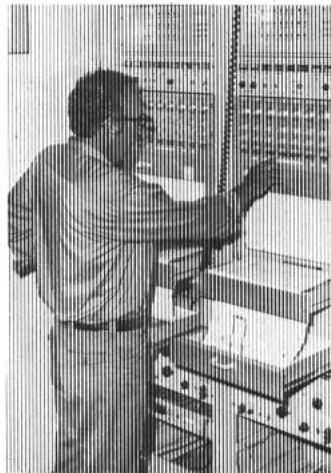
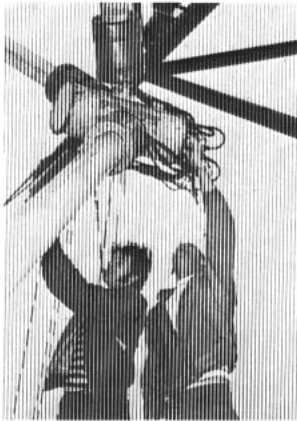
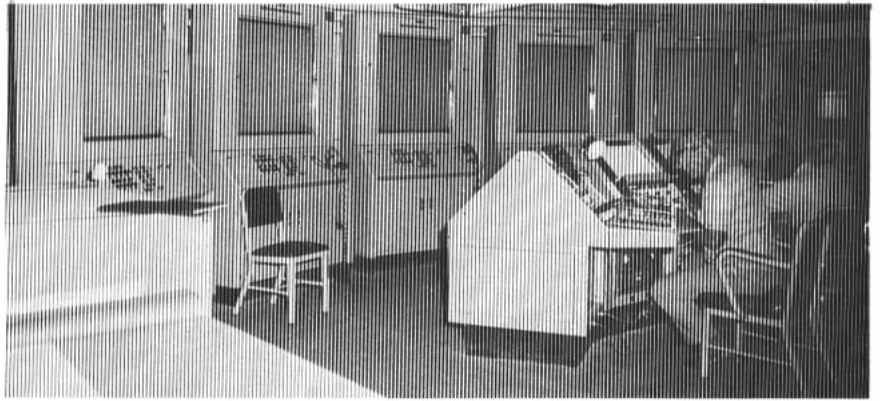
**W**ORTHY OF NOTE is the fact that *Wheeling* has 2765 long tons of fixed liquid ballast, 275 long tons of liquid ballast in frahm tanks to decrease rolling, and about 200 tons of fixed concrete ballast. This ballast is located in the old number 1, 2 and 5 cargo holds and the concrete ballast is in number 4, with a small amount in number 3.

Rear Admiral H. S. Moore, Commander Pacific Missile Range, said, "The mission's success took a whale of a lot of professionalism on the part of CAPT Gibson and crew for seamanship. The civilian employees and contractor personnel successfully maintained and operated a very complex range system and PMR personnel gave the vital technical guidance and direction."

Right, top to bottom: (1) The Operations Control Center is the nerve center of the ship in which flight data is projected on the plotting boards enabling the Missile Flight Safety Officer to monitor and make critical decisions during the operation. (2) Despite the sophisticated equipment on board *Wheeling*, oil filters still have to be changed by hand. (3) Adjusting one of the antennas are employees of a civilian firm. (4) A modification project review is carried on concerning the development of the instrumentation systems and their integration. (5) *Wheeling* underway returning from her fourth deployment in 1971 in support of the Army's Safeguard System Test Target program in the South Pacific. (6) Checking the operation of *Wheeling's* radar by means of analogue recorders. (7) At this console the progress of the mission and the control of fly-by aircraft are checked. (8) Scientific Data Analysis and Processing Department personnel check out the computer and magnetic tape recorders for the mission.







# POINT MUGU'S SMALL CRAFT NAVY



Above: Aluminum fabrication work being done by the Surface Craft Maintenance Division. Below: Replacement parts for the AVRs and LCUs are made in the machine shop. Below, right: The issue room stocks a wide variety of the necessary repair parts.



**B**OATS ARE VERY NEARLY THE WORLD for the crews of six aviation recovery vessels (AVRs) and two amphibious landing craft (LCUs) belonging to NAS Point Mugu's Surface Craft Department. The men live aboard and, every three months, rotate to another boat to get the proper feel for each of the department's small craft.

Most of the time, one of the boats puts to sea early in the morning and, by 0330, has cleared the Port Hueneme breakwater. There it spends the day in support of the Pacific Missile Range operations with on-the-scene surveillance and helping recover drones. Once on station, the crew keeps its operating area under a sharp eye to warn other craft in the neighborhood of target and missile operations.

Around 1600, there is no more need for the boat's services and it begins the three-and-a-half-hour trip back to the port where its crew and the other crews operating that day refuel their boats and clean them for the next day's operation.

Most working days are considerably longer than the conventional eight hours, but there is a slight compensation: When there are no operations to support and the craftmaster is satisfied that routine work has been done, the crews don't have to stick around just to punch a clock.

**T**HERE IS ALWAYS a duty search and rescue craft available in case of need and that boat is ready to go on 10 minutes' notice. In addition, two of the six AVRs make three weekly passenger runs to Santa Cruz Island to ferry men assigned to the range facilities located there. The two LCUs belonging to the department transport heavy cargo to San Nicholas and Santa Cruz Islands.

Each craft is manned according to its size and mission, but all have a craftmaster, engineer and assistant craftmaster and assistant engineer plus at least two deck seamen. Except for the passenger boats,





each has a cook.

The crews are a salty lot. The eight craftmasters, for example, are all graduates of San Diego's Emergency Shiphandling School and have served an indoctrination period aboard Point Mugu vessels. After completing their training, they had to pass a locally administered test covering all phases of AVR and LCU operations. They are truly masters of their boats for, from the moment the boat gets underway until it returns, the craftmaster is responsible for the operation of the boat and the safety of its crew.

It is the craftmaster who decides whether his vessel is capable of supporting an operation. His judgments must be quick and exact concerning the seaworthiness of his boat during inclement weather for he has the authority to cancel any operation if he feels the need to do so.

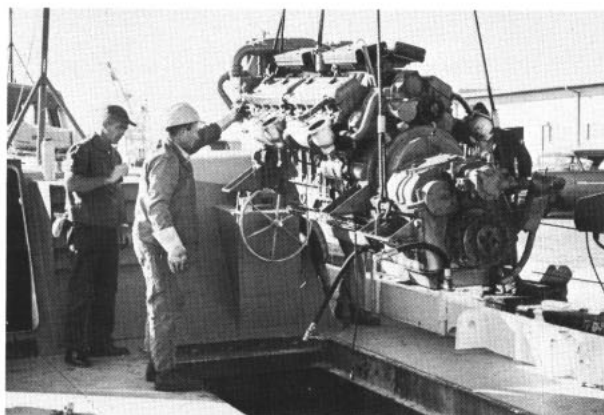
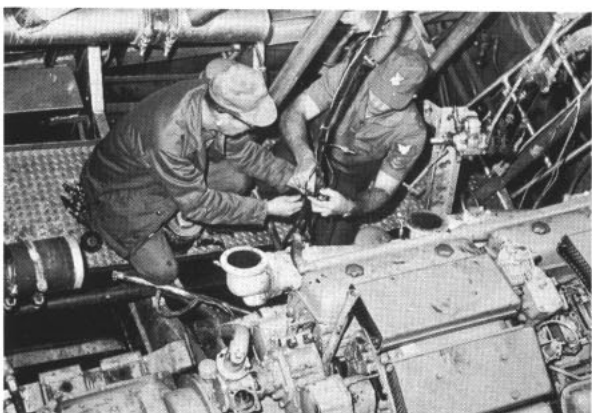
**W**HEN A BOAT is on the range, the crew does more than provide range safety. When the operation is ended, the target is parachuted into the sea and the AVR crew recovers the parachute which separates from the drone on impact. Normally, a helicopter recovers the target but the AVR crew stands by in case the chopper needs assistance. If necessary, one of the boat's crew enters the water to help with the recovery; for the AVR swimmer, the interlude is more than a dip in the ocean. Armed men on board keep their weapons ready to protect the swimmer from sharks.

The jobs aboard the boats can sometimes become tedious and they're occasionally boring, but the crews have the Navy's thanks for any boredom they might suffer. Each of the parachutes a crew recovers is reusable and worth from \$500 to \$1700. All in all, the crews of NAS Point Mugu's boats whittle about \$120,000 from operating expenses each month.

—Photos by Photographer's  
Mate 1st Class D. B. Wood, USN

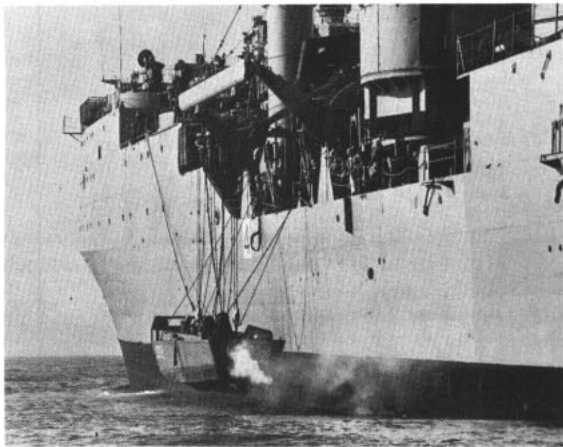


Top left and right: The aviation recovery vessels attached to NAS Point Mugu save the government almost \$120,000 a month in recovered equipment. Above: Plotting the day's operations is one of the craftmaster's major responsibilities. Below: an engine needing repair is replaced by one in operating condition. Below, left: Civilian workers and Navy personnel team up to insure the best maintenance possible.





## FLEET IN ACTION



LEFT, TOP TO BOTTOM: Navy Dock Landing Ship USS Alamo at anchor off San Diego, Calif. (2) A ship's officer regulates flooding of ballast tanks by which the stern of Alamo can be submerged 10 feet or more in a matter of minutes.

(3) The engine room. (4) A small landing craft descends Alamo's side off California. (5) Plotting the ship's course on the bridge.

RIGHT, TOP TO BOTTOM: CO of Alamo, CDR Robert D. Schoeckert, chats with another officer on the bridge. (2) A utility landing craft prepares to back out the open stern of Alamo's flooded well deck. (3) Lookout on watch surrounded by sunlight sparkling from the sea. (4) A new pump shaft takes shape in an Alamo machine shop. (5) A landing craft emerges from flooded Alamo. The ship, when not discharging or receiving landing craft, can be pumped dry to permit travel at her regular speed.

# USS ALAMO

## The Navy Sinks Her On Purpose

**U**SS ALAMO (LSD 33) is a ship the Navy sinks on purpose. Named after one of Texas' most famous landmarks, *Alamo* is designed to flood her well deck while launching her complement of landing craft.

Homeported in Long Beach, Calif., the ship is part of the Pacific Fleet Amphibious Force which has the job of landing combat forces on any beach in an area ranging from the Arctic to the Antarctic, and from the western hemisphere to Asia.

By manipulating a complex system of ballast tanks, *Alamo's* crewmen can partially flood the ship with seawater to permit landing craft to enter or leave a special area of the ship which resembles a swimming pool. This special area at the stern is called the "well deck," and it can be pumped dry so maintenance work can be accomplished on the boats—and also enabling *Alamo* to travel at her regular speed.

"*Alamo* is designated a 'Dock Landing Ship,' and it's such a versatile type of vessel that we haven't figured

out all the uses she can be put to," said *Alamo's* commanding officer, Commander Robert D. Schoeckert. "Our primary mission is to take large and medium size landing craft and a full load of vehicles to a combat area, ballast down, and discharge our cargo." ("Ballasting down" is the term used for purposely flooding the ship).

**A**LAMO CAN ALSO CARRY 250 combat troops with their heavy equipment and load them into landing craft while lying off a hostile shore. "With two 50-ton capacity cranes aboard," said CDR Schoeckert, "we also get into the cargo hauling business a lot."

Although her mission is specialized, *Alamo* has much in common with other Navy ships. She must be capable of steaming thousands of miles to any area in the world and be almost completely self-sustaining while at sea—since there's no one to turn to for help when you're 2000 miles from land.

Around the clock, crewmen on Navy ships must ensure that the engines function properly. They also steer the ship, cook the food, and operate hundreds of different machines required for the ship to fulfill her mission. A Navy ship is manned with a blend of skills—ranging from boatswain's mates responsible for such things as anchors and small boats, to radiomen who must keep in contact with the rest of the world every hour of the day. Aboard *Alamo* it takes a crew of about 300 to carry out these functions.

**S**INCE HER COMMISSIONING in August 1956, *Alamo* has been deployed to the Western Pacific 10 times—usually for a six-month period, sometimes for as long as eight months. Much of this time has been spent in operations off the coast of the Republic of Vietnam.

*Alamo* returned from her last deployment in February 1971 and, after a maintenance period in a naval shipyard, began doing what most Navy ships do while stateside—training. Training is important for a ship like *Alamo* because, while it might appear easy for landing craft to get into the ship to an unknowing observer, launching and receiving these boats is no easy matter.

Many of the boats are large—some displacing up to 180 tons—and a bad approach to the ship can mean structural damage to the craft or ship, and serious injury to the crew. Skill and an acute sense of timing are necessary for this type of operation, particularly in bad weather and rough seas.

"This type of training is the sort of thing closest to our regular job of getting landing craft into the water and taking troops and equipment ashore. Then we take the boats back aboard, also under difficult conditions," said CDR Schoeckert. *Alamo* is scheduled to make another six-month deployment to WestPac soon and, when she goes, the seamanship practiced in waters off the California coast will begin paying dividends.

—Story and Photos by  
PHCS William M. Powers





ABOVE, LEFT TO RIGHT: (1) A United Kingdom sailor (left) receives the NATO flag from a U. S. Navyman during a command change; (2) Flag Plaza, SACLANT Headquarters, Norfolk, Va.; (3) Ships of Standing Naval Force, Atlantic, berthed at Ft. Lauderdale, Fla., where sailors of the multinational naval squadron (4) place a NATO plaque aboard one ship.

# SACLANT ANNIVERSARY

**L**E COMMANDEMENT allié en Atlantique, célèbre son 20ème anniversaire cette année.

*Das Alliierte Oberkommando Atlantik begeht in diesem Jahr feierlich die 20. Wiederkehr seiner Gründung.*

No matter what language, the Allied Command Atlantic (ACLANT) celebrates its 20th anniversary this year. It is the first international military command to have its headquarters established on United States soil during peacetime. The combined command was created in 1952 and activated in Norfolk, Va., on 10 Apr 1952, three years after the signing of the North Atlantic Treaty in Washington, D. C.

One of NATO's three major military commands—the other two being the Allied Command Europe at Casteau, near Brussels, and the Channel Command at

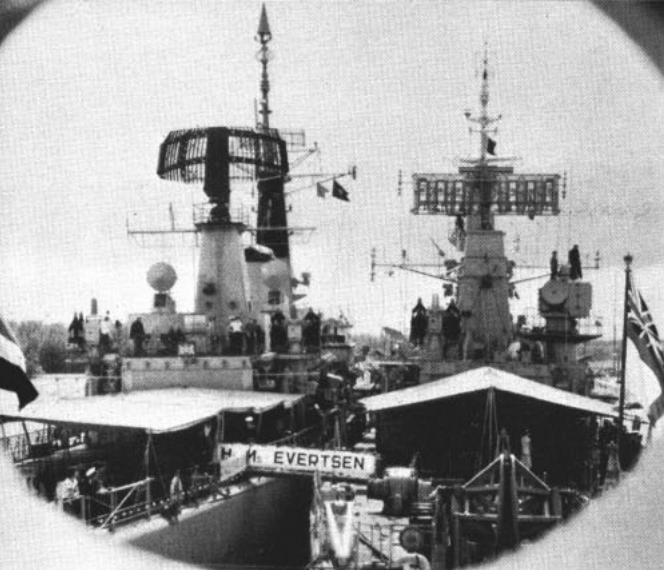
Northwood, England—ACLANT is the North Atlantic Treaty Organization's only major command in the United States. Its 150-officer integrated staff is headed by Admiral Charles K. Duncan, USN, the seventh Supreme Allied Commander Atlantic, and is comprised of members from eight of NATO's 15 nations: Canada, Denmark, Italy, the Netherlands, Norway, Portugal, the United Kingdom and the United States.

France and the Federal Republic of Germany maintain liaison officers at the Allied Command. Administrative support for the staff is provided by 190 U. S. Navy enlisted personnel.

**I**N RECOGNITION of the need for strength through unity, the North Atlantic Alliance was established to maintain the peace and international security, and







to promote stability and well-being in the North Atlantic area. The degree of that unity is shown in Article 5 in the North Atlantic Treaty which states: "... an armed attack against one or more of the parties ... shall be considered an attack against them all ..."

This solidarity has been the hallmark of NATO's ability to deter aggression in the past and will continue to be in the future.

During peacetime, the mission of the staff is to develop defense plans in the North Atlantic area. In wartime, the command has the task of putting those plans into effect, to guard NATO's North Atlantic sea-lanes, and to deny their use to the enemy.

This area includes more than 12 million square miles of the Atlantic, stretching from the coastal waters of North America to the shores of Europe and Africa, and from the North Pole to the Tropic of Cancer. This vast expanse of ocean is vital to the Western World.

On any day, more than 3000 merchant ships are plying the North Atlantic, carrying the raw and finished materials needed by the NATO nations to keep their economies alive and vigorous.

In a wartime situation, it is highly probable that one of the enemy's first moves would be to seek to

destroy much of this vital shipping and disrupt these vital communication lines. In such a situation, guarding the Atlantic sea-lanes and denying their use to an enemy would become a task of highest priority.

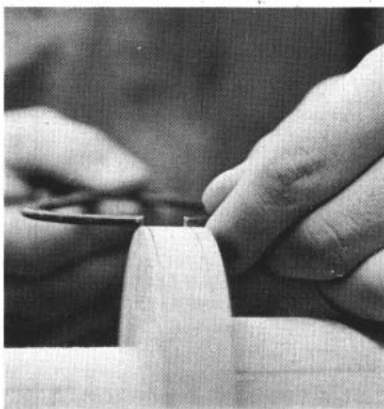
**T**HE MULTINATION complex has five principal subordinate commands to cover its area of responsibility and carry out its assigned functions: the Commander in Chief Western Atlantic Area (CINCPACFLT); Commander Submarine Allied Command Atlantic (COMSUBANTLANT); Commander in Chief Eastern Atlantic Area (CINCEASTLANT); Commander Iberian Atlantic Area (COMIBERLANT); and Commander Striking Fleet Atlantic (COMSTRIKFLETLANT). The last is a seagoing command held simultaneously by the Commander of the U. S. Second Fleet, out of Norfolk.

The only operational peacetime force assigned to Allied Command Atlantic is Standing Naval Force Atlantic (STANAVFORLANT), history's first permanent, peacetime, international naval squadron. Activated in Portland, England, 13 Jan 1968, the Force is usually composed of between four and nine destroyer-type ships from the eight member nations, serving on a rotational basis. Ships of other types may be added, making the Force flexible in size and ability.

**BELOW, LEFT TO RIGHT: (1) Sailors from NATO's STANAVFORLANT visit ports on both sides of the Atlantic; (2) an international hat collection; (3) the Netherlands Ship Eversten enters Ft. Lauderdale for change-of-command ceremonies; (4) a Canadian and a U. S. sailor work together at linehandling; (5) Admiral Charles K. Duncan, USN, Supreme Allied Commander Atlantic, inspects a multinational honor guard from NATO ships.**



# pattern



**I**N ITS TECHNOLOGY, the Navy, in most respects, is as modern as tomorrow. Nevertheless, at San Diego's Patternmaker-Molder School, it teaches a craft which the ancients easily could have recognized. Between 15 and 24 young men fresh from recruit training learn how to use wood, plaster and various other materials to build models of objects which will later be cast in metal.

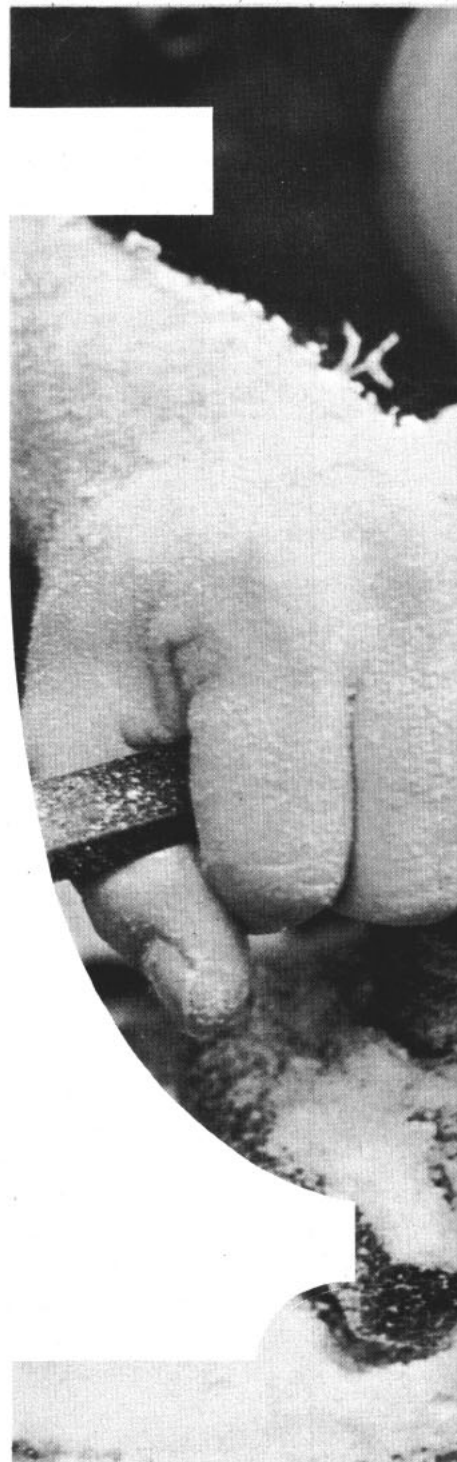
Patternmaking isn't a craft confined to the Navy. Many everyday objects begin in the hands of the patternmaker. For example: various auto parts, a beautiful door handle or a grate in the fireplace—all began with a pattern.

In the Navy, patterns are frequently used as the first step in making a part which can't be obtained through the supply system. It might be anything from a hatch dog to a water pump and every new job is a challenge—an opportunity to prove the craftsman's ability. To meet such challenges, however, a good solid foundation must be laid and that's where the San Diego school comes in.

When a prospective patternmaker arrives at the school, he has a busy five months ahead of him, during which he learns to use all the conventional hand and mechanized woodworking tools as well as some which are pretty specialized. He also learns to read blueprints and to visualize the shape of the finished product. Because he must use a variety of materials for his patterns, he must learn the advantages of each.

**T**HE MORNING BEGINS with a quiz covering the previous day's work and the student must maintain an average above 75 per cent or report to his division officer to work out a plan of self-improvement.

After the quiz, the student listens to one of the 127 lectures which are a part of the course. One day, the talk may cover the various types



# making



of wood which can be used in patternmaking. He learns how the wood is grown and later seasoned, and how it's measured. He also learns how to select the best kind of wood for the job.

Another lecture may deal with the use of particular types of mechanical woodworking tools. Here safety precautions are emphasized and the student learns how to use his tools and to have a proper respect for them.

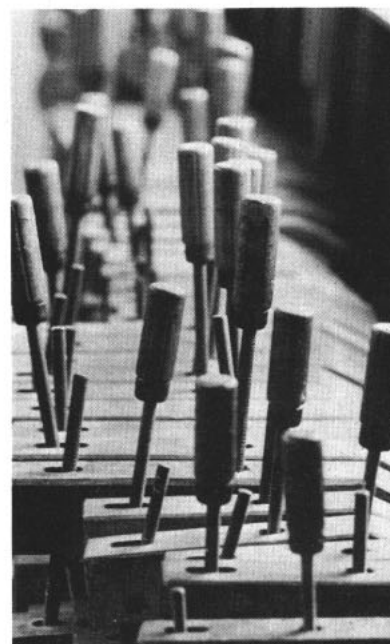
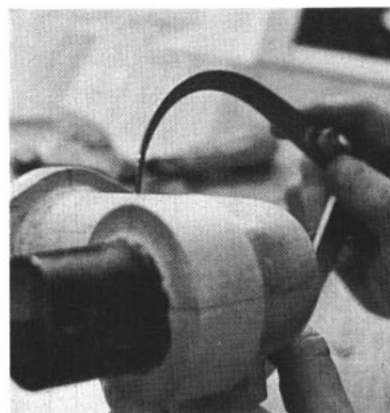
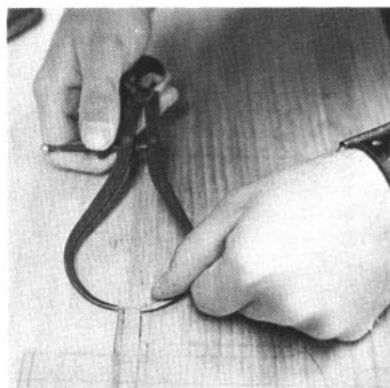
During the course, 20 projects must be completed and, when a student begins one, there is a lecture which covers the assignment step by step. Everything from reading the blueprint to cutting is first gone over by the instructor.

Then comes the proof of the pudding—the student is sent to the shop to work on his project. Each student has his own bench space and tools with which to work. He works alone unless he needs help, then he receives it from instructors. Classes are small and the instructors can keep a close watch and guide the student away from any difficulty they may see developing.

**F**ROM THE BEGINNING, a student is taught he must remain within certain tolerances in his projects. At first, he is allowed a tolerance of  $1/32$  of an inch but, as his accuracy progresses, this is decreased to  $1/64$  of an inch.

The concentration on the material presented and the necessity for quality work create a large demand on the part of the individual student but, despite the rigors of the course, only 10 per cent of each class are dropped. After graduation, the patternmakers take their place in the fleet in a repair ship or tender where they use their knowledge acquired in school and gain even more as their skills develop.

—Story and Photos by  
Photographer's Mate 2nd Class  
R. Rude.

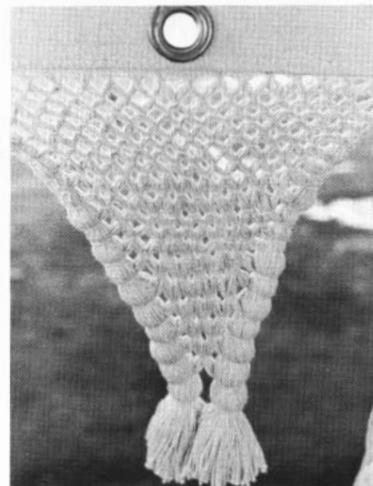
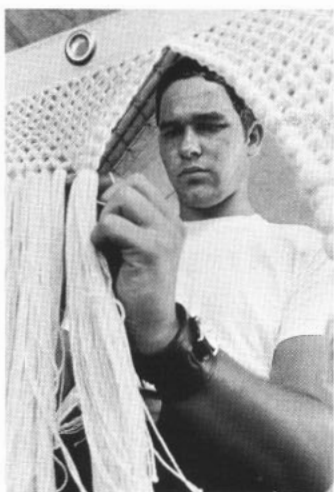




# macramé

or -- knots, to you





**A**S BUTTER GOES WITH BREAD, knots go with boatswain's mates, or so it seems.

Since bosuns deal daily with lines, they naturally become proficient at handling all kinds of rope and tying all kinds of knots. Their ability with line has long been legend in the Navy and it isn't unusual to see small groups of Navymen and a veteran boatswain's mate sitting topside after their work is done while the old master passes his knot-tying skill on to the younger men.

Because of its practicability and smart appearance, fancy rope work can be found in many different areas throughout a ship. Vent pipes are often given a protective and decorative covering with crosspoint patterns. Elsewhere, pipes may be decorated with "fox and geese," a checkerboard design woven with dark and light line. On the admiral's barge and the captain's gig are found ornamental knots and Mac-Namara's Lace, the fancy "lace" curtains and other trimmings woven with canvas threads.

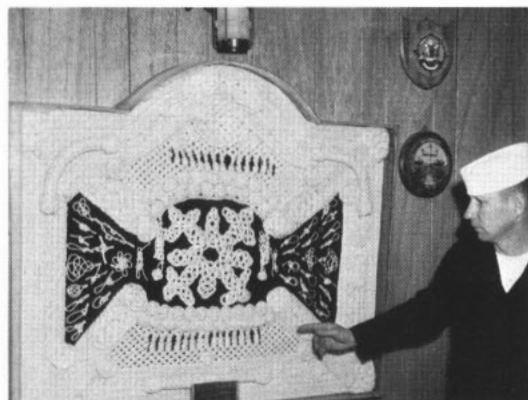
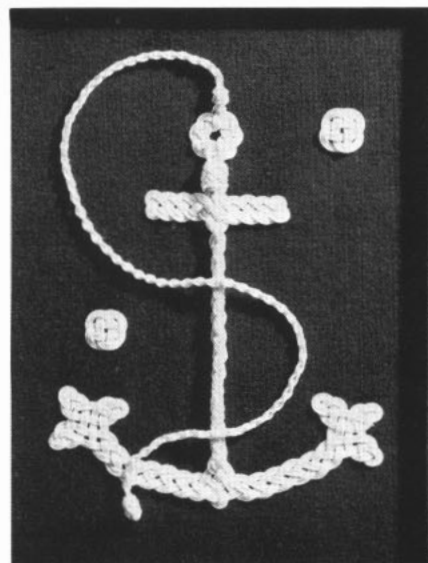
Macrame, which is the art of making the lace, probably got its start in the 15th century and takes its name from the Arabic word meaning fringe. Aboard *USS Jones Ingram* (DD 938), for example, there is a fine new example of macrame thanks largely to the efforts of Boatswain's Mate 1st Class John Mondelli, Boatswain's Mate 3rd Class Ray Corry, Seaman Steve Weinzapfel and Seaman Apprentice Joe Jones. They spent many an hour unraveling canvas cloth to produce the cordage they needed. In fact, they invested about 200 manhours to produce the 91 feet of macrame they needed for *Ingram's* quarterdeck.

Whenever there was a spare moment at sea, they tackled their project and plenty of spare time was needed. Each 12-inch tassel took about an hour and 45 minutes to finish. In the 91 feet of lace, there are 122 tassels.

Macrame, which has been a fixture in the Navy for many years, can now be seen elsewhere—for example, on college campus headbands, jewelry and ponchos. Since it is considered a creative art, macrame can also be seen in museums.

In a world of mass production and computerized technology, people both in and out of the Navy like to see something that was made by human hands.

—Story and photos by Photographer 1st Class John R. Sheppard, USN.



# PhibLant CARES Center

## Setting Up a Drug Education Program



**"P**HIBLANT CARES" is the response you will get when dialing the Atlantic Fleet Amphibious Force's Drug Education and Counseling Center at Little Creek, Va.

Located on the Naval Amphibious Base, the center is a home base of operations to provide drug education and information services. It also provides a non-threatening, casual type of atmosphere for people who wish to drop by and discuss their problems, ideas, and experiences involved with the "drug scene." There are those, also, who have a sincere and earnest desire to seek help for their own drug, or drug-related problems.

The PhibLant Drug Program began last August with the arrival of two Drug Education Specialists—RMC(SS) Jerry Moree and QMI Ray Slone—both graduates of the Navy's Drug Education Specialists school in San Diego, Calif. They combined their efforts and started laying some groundwork for the

current PhibLant program.

"We immediately started out with the sanction of Vice Admiral C. Edwin Bell, Commander Amphibious Force, U. S. Atlantic Fleet," Slone said. "We also had a lot of ideas but no resources. We knew that it was going to take a lot of hard work to make these ideas materialize, but we were willing to commit ourselves to the task of doing that work."

"We had to get out and talk things up, get people interested and motivated in PhibLant's program, and get the responsible elements of command convinced of our value. We were seeking out those people who could help us in any way, and have kept those contacts throughout all of our operations."

**"T**HE INITIAL INTEREST GENERATED was phenomenal, and the amount of support pledged was exceptionally high. I guess that if we have a motto, it's





"PhibLant Cares"—Drug presentation aboard the USS Portland.

"Don't let something happen, *make* it happen!"

Moree adds, "Perhaps a lot of people are not aware of the amount of planning needed to set up something like this. You not only need contacts within the military, but also in the local civilian community to make your center effective at all levels. You also have to know your 'friends' and 'foes' in order to deal on common ground."

"While doing this, you direct your energies towards accomplishing some immediate goals."

Some of the initial groundwork for the program laid down during Slone's and Moree's first month were through the following efforts:

- Contacting key Force personnel for information exchange, especially members of the PhibLant Drug Advisory Council and meeting with them on a regular basis.
- Searching for adequate office space to meet the program's requirements for present and future use.

- Conducting contact and liaison sessions with the various civilian organizations which deal with the problems of drug abuse.

- Informing various local law enforcement agencies of the Drug Education team's existence and the overall scope of the program.

- Obtaining additional training aids and materials for use in the program.

"At this point," says Slone, "we knew that we needed something big to kick this thing off and get it working. This need was fulfilled in mid-September when the Chief of Naval Personnel granted us the opportunity to conduct a pilot drug education program aboard PhibLant ships deploying to the Mediterranean."

"The purpose of this pilot program was to evaluate our techniques and training aids that would be used in the rest of our program."

**A**CCOMPANIED on the one-month experiment by Mr. James Clayton, a civilian representative from Pers PC4-Human Resource Development Project, Drug Education—the team embarked in *uss Coronado* (LPD 11) and briefed Captain Lawrence Stahl, Commander Amphibious Squadron 10, on the mission of the pilot program. Cooperation was obtained by briefing other squadron ships—*uss Fort Snelling* (LSD 30), *uss Suffolk County* (LST 1173) and *uss Inchon* (LPH 12).

During the deployment the team highlined from one ship to the next. The team used the same format in each ship. The first two days aboard were spent briefing officers and senior petty officers, and the crew as a whole. The remaining time was spent in formal presentations, lectures, general “rap sessions” training and evaluating crew response.

**W**HEN THE TEAM RETURNED from the Mediterranean a month later, an operational plan for the Education Program was submitted, and the doors to the “PhibLant CARES Center” were opened. Efforts were then directed toward developing educational programs aboard other ships requesting the service. These requests were numerous, presentations were conducted for enlisted personnel and sometimes included guest speakers from the civilian community. These speakers lent credibility and expertise to the program.

“Along those lines,” says Moree, “we now brief all prospective commanding officers and executive officers at the Center, as part of their indoctrination process to the Force. This has proved highly beneficial in providing the necessary rapport and support when our Drug Education team schedules visits to their ships or units.”

“Our whole operation has been supported by most Force personnel. Those who don’t agree are always dealt with individually,” says Slone.

“We have encountered some recurring rough spots. To define each one of them, I would list them as:

- The amount of misinformation concerning drugs.
- Attitudes based on emotion rather than facts.
- Extreme distrust initially by younger peer groups.
- Boredom with current education efforts, i.e., formal presentations, slide shows, and the like.
- Not using knowledgeable personnel at individual commands.
- Alienation between seniors and juniors concerning the ‘drug scene.’
- Lack of deck level knowledge on drugs.”

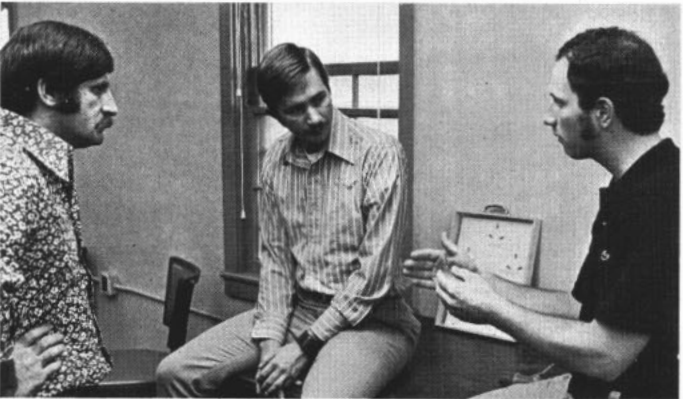
Moree adds, “Based on those trouble areas, we’ve tried to gear our program around them, not fall into an operational rut. We’ve tried just about every approach concerning drug education, but we’ve set down some guidelines that haven’t failed us yet.

**I**N A WAY, they kind of incorporate most of the basic concepts of the PhibLant Drug Education Program, including:

- Using only factual, current, qualified information, and presenting it in an informal manner without prejudice or moral slants.



Above: Jerry Moree being interviewed during a TV broadcast. Facing page, top to bottom: RADM Anderson being briefed on “PhibLant Cares” by Jerry Moree. (2) and (3) Briefing on the drug education program in the wardroom of the *USS Shreveport*. (4) The drug exemption program being explained at NAS, Oceana.



- ♥Effecting communication at all levels of command about drug misuse.

- ♥Constantly trying new educational techniques.

- ♥Using direct communication and liaison with all concerned.

- ♥Acting as catalysts, trainees, and interpreters.

- ♥Displaying empathy toward all facets of problems concerned with the nonmedical use of drugs."

"Lately," says Slone, "we've been trying to avoid as much as possible the straight pharmacology type of presentation. We concentrate on developing the awareness of senior people regarding the drug-related syndromes of the user or potential abuser. The goal is directed toward attitude changes."

**B**Y MID-NOVEMBER, the team was notified to screen and select six people from the Amphibious Force to attend the recent 30-day Navy Drug Counseling Workshop in San Diego. Only highly interested and motivated volunteers were chosen to attend, in order to ensure that they would return with the necessary skills to enable them to aid the PhibLant program.

"When we heard that we were getting such a large staff of counselors to follow up the groundwork we had laid, it made us very happy," Moree said. "We also realized the importance of picking the best people possible to attend the workshop. Our choices included an officer and seaman alike with psychology degrees, another seaman with a degree in cultural problems, a rated journalist, and two more seamen skilled in personal communications. Along the same lines, we also took into consideration age differences, sex—one was an enlisted woman—race and cultural backgrounds."

When the six returned, they immediately began drafting a workable charter for the operation. An instruction was also drawn up to inform the Force that local rehabilitation was now available, and it outlined the services offered. Admiral Charles K. Duncan, Commander in Chief, U. S. Atlantic Fleet, then formally established the PhibLant CARES Center as a Drug Education and Rehabilitation facility.

**T**HE CENTER will run two sessions per day for a full week, one in the morning, and one in the afternoon, and workshop quotas are available to people from every type command in the area. Main areas of concentration are: an introduction, sensitivity training, basic pharmacology; intrapersonal communication skills, value awareness, and an introduction to the counseling process. The objective is to arm these people with the tools necessary to deal with others, whether they have a drug problem or not, and all attendees are volunteers.

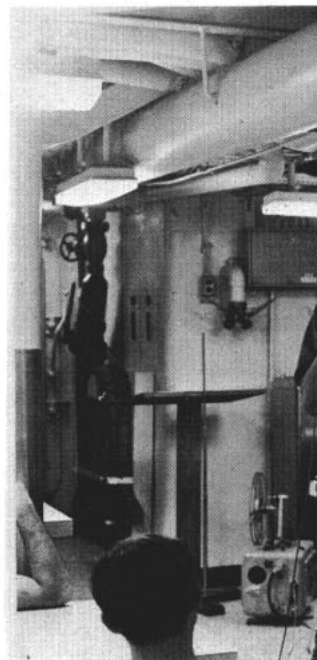
With the tremendous support from all levels, and the response to efforts being so positive, Slone hesitates to put limitations on the potential of the Center. However, he feels that no matter how much is accomplished, it's helping, that counts. One thing is for certain, PhibLant CARES.

—Story by JO2 John Black

—Photos by PH1 J. Sagester and PH1 J. Sheppard



# 7th Fleet's Drug Education Team On The Helicopter Circuit



**T**HE SHOW WAS IN ITS 40TH WEEK—another month on the road and the curtain would come down until next year. During its 10 months, the critics called it “out of sight,” “having it all together,” “super bad,” and other complimentary phrases.

The bag, though, is not acting. It's education—drug education. Senior Chief Damage Controlman Wardell Spencer and Damage Controlman 3rd Class Jon Riddle make up what is officially labeled the U. S. Seventh Fleet Drug Abuse team. The team was formed a year ago for a 12-month stint in the far-flung territory of WestPac. They have traveled nearly the equivalent of around the globe. Their audience is the world's largest seagoing force.

This particular afternoon the curtain was going up on their 93rd ship visit, the guided missile frigate *Fox* on Yankee Station off the Vietnam coast. The

day before they were aboard *uss Niagara Falls* for a morning performance, spent that night aboard *uss Enterprise* and arrived by helicopter on *Fox*.

**D**ESPITE THEIR LABEL as a team, the two men perform separately. Spencer indoctrinates the officers and senior enlisted; Riddle raps with the younger set. To the surprise of their startled audiences they begin their sessions by lighting up a cigarette, a marijuana one no less.

“That's the best there is,” Riddle tells the gathering on the mess decks. “Grown in Vietnam.”

Not far away, in the crowded chief petty officers' mess, Spencer appears from behind his smoke screen. “No, this isn't a pot party or a grass session. I lighted that to familiarize you with the smell of marijuana. It's strictly business. I'm here for a discussion and to

deliver a message. It concerns a big and growing problem—drug abuse.”

With this and the funky aroma, the *uss Oklahoma City*-stationed duo begin their assault dealing with misconceptions about drugs and dispensing an assortment of current information emphasizing the West-Pac scene activity.

“We feel that if a man is well informed about drugs,” Spencer says, “he will not be so susceptible to the smooth tactics of the big-time operators he may face in WestPac ports.”

Meanwhile, Riddle concludes the next step, reading of a poem, “False Ecology,” written especially for his presentation by an airdale aboard carrier *Hancock*. As the applause ebbs, the young petty officer continues his talk, “Chief Spencer and I travel to all ships in the Seventh Fleet. We average about 2000 miles per month.



Left: Wardell Spencer “tells it like it is” aboard a Seventh Fleet ship operating on Yankee Station off the Vietnam coast. Above: Jonathan Riddle gets down to the “nitty-gritty” during his drug education “act” aboard a Seventh Fleet vessel.

“We don’t come to preach or to lecture on the evils of drugs, to tell you how you can get hooked on marijuana, or how LSD will drive you insane. Let’s face it, you know as well as I that if you’re gonna pop reds or whites, drop acid, or mainline smack or coke, you’re gonna do just that. It’s your decision whether or not to use drugs. It’s that simple.

“Before you make this decision, you are entitled to understand what the whole picture of drug abuse involves. The Seventh Fleet Commander recognizes this fact.”

TOGETHER SPENCER AND RIDDLE PRESENT an enlightening package. They point out that society back in the States is drug-oriented, from aspirin to alcohol to sleeping pills and to even the birth control pill. They state that probably nowhere else in the world are drugs more available than in the Far East.

“Drugs are on board some ships,” says Riddle, “but steps are being taken to remove them through the education process. When you think about it, there’s one thing that you can’t argue—drugs and ships don’t mix. They have no place in the operating Navy.”

Down the passageway, Chief Spencer is informing his group of *Fox* people about the stepped-up efforts of customs officials to stop the flow of drugs not only in and around the U. S., but also of the crackdown aboard Navy vessels departing and returning to the States.

Though every country in the Far East outlaws the misuse of drugs, their laws—by U. S. standards—vary considerably and are not interpreted correctly by U. S. citizens.

“In Hong Kong,” Spencer says, “the highest penalties have been two years in jail and this was for a marijuana charge. In the Philippines a man can be confined at hard labor for six years and may pay a 10,000-peso (\$1580) fine. In Japan he can be confined for seven years and pay half a million yen (\$1700).

“If you’re busted outside the gate your chances of getting back to U. S. jurisdiction are about 50-50,” Spencer says.

“Sure, drugs are cheaper in WestPac,” Riddle points out. “The heavy weed smoker in the Republic of Vietnam can get all the weed he needs for about \$15 a year. But there’s a problem with quality control.”

TO THE MAN WHO JUST READ A NEWSPAPER ARTICLE which says marijuana is less harmful than drinking alcohol or smoking common cigarettes, Chief Spencer answered: “It will probably take a few years before enough is known to determine anything definite. How long were common cigarettes under study before we decided that they could be hazardous to your health? Some 35 to 40 years.

“The chances of it becoming legal are very remote, but decriminalization is a possibility in the near future. Laws will need to be changed because we’re bound by a 1961 agreement with 59 other countries that outlaws narcotics and dangerous drugs. Marijuana is still classed legally as a narcotic.”

“How do we eliminate this drug problem in the Navy?” a young officer asked Spencer.

“There is no patent answer, but we begin by eliminating boredom, looking around to see what we can do to channel the energies of the younger, more inquisitive set to more socially accepted things. We can point out the pitfalls, bridge the communications gap with informal candid discussions and taking a genuine interest in our men and their affairs.”

“I hope I didn’t turn this into a lecture,” said Riddle to the men of the *Fox*. “I fall asleep as easily as you do.”

—JOC Glenn McDonald

- BARRACKS MODERNIZATION PROGRAM AT 31 NAVAL BASES

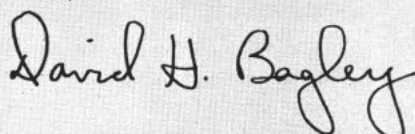
Construction will begin this year in a modernization program designed to increase the privacy and comfort in enlisted barracks on 31 bases. The newly designed barracks will be modular with 12-man suites which will include a living room, four adjoining bedrooms and four bathrooms. In the past, barracks were built according to open bay and cubicle designs, and individual rooms weren't introduced into Navy barracks until 1968. The new modular style--which represents the first departure from the one-room, one-cubicle or open-bay ideas -- is designed to provide a home-like atmosphere and improve general living conditions for enlisted Navy people.

- MORE THAN 50,000 ADVANCED OFF FEBRUARY EXAMS

More than 50,000 enlisted Navymen who competed in the Navywide examinations in February have been selected to sew on new crow's, add chevrons, or wear CPO uniforms. Some of those authorized to advance will

## TIDES AND CURRENTS:

THE procedures followed in selecting those flag officers who will be heading up the major commands in the Navy in future years is a matter of considerable interest to you. Therefore, as an alternate to my usual TIDES AND CURRENTS comments, I am this month having ALL HANDS devote this space to printing the letter of instruction to the Flag Selection Board from the Secretary of the Navy.



### ALNAV 19 SELECTION OF OFFICERS

The Secretary of the Navy has addressed the following letter to the President of the Fiscal Year 1973 Flag Selection Board. Quote:

Dear Admiral Cousins:

As President of the Fiscal Year 1973 Line Flag Selection Board, you are entrusted in no small measure with the future of the Navy. Your task will be difficult, but I am confident it will be a deeply satisfying experience for you and your Board.

Flag selection by no means should be a reward solely for outstanding performance as a captain. Rather, it is your task to select from among those many captains who are eligible and highly qualified, a few who are

"best qualified" to fill positions of great responsibility and "best qualified" to lead the Navy of the future.

Each officer you select must have demonstrated the highest degree of personal character and integrity and be the epitome of loyalty and tolerance. Each should have and convey a genuine concern for people and be, in every way, an inspirational example for those who follow. Each must possess the wisdom to recognize good counsel and to heed it, must possess the intellect to reason logically, and the common sense to direct his actions in the spirit rather than in blind adherence to the letter of a policy. Each must possess the courage to advocate an unpopular view when appropriate and the stamina to see it through.

The development of warfare specialists and superlative commanders at sea is a subject which members of the Board as professionals are uniquely qualified to judge. We need flag officers whose outstanding competence in naval warfare is unquestioned. The value of demonstrated performance in a combat environment far exceeds any judgment concerning an officer's potential for command. In this connection, full consideration must be given for service in Vietnam. Your brilliant record in war makes you uniquely qualified to judge such capabilities.

As you know, in the past several years I have emphasized to selection boards the growing importance of expertise in specialized areas of management. As the Navy moves through the 1970's, I find continuing need for increased numbers of flag officers with a background of experience in all phases of subspecialization. I have directed special attention to project management,



assume the duties of their new positions during the months May through August; others picked for advancement were designated "selectees" to be advanced according to fiscal year 1973 funding. Advancement dates for selectees are expected to be announced before the end of July. Among those authorized for advancement were approximately 2800 new chiefs and about 4600 new POIs; in the lower grades, more than 18,000 were authorized advancement to PO2 and more than 25,000 to PO3. Included in the totals are advancements for 707 AIRTAR and 58 SURTAR.

## • CHANGES IN VRB ELIGIBILITY LIST

It was recently announced that, effective 1 Jul, the Variable Reenlistment Bonus (VRB) eligibility list will include the following changes: Aviation Boatswain's Mate (launching and recovery equipment) (ABE) and Mineman (MN) will be added at multiple three level, and Musician (MU) at multiple two level; Torpedoman's Mate (TM) will be up-

## A Message to the Fleet

weapons systems acquisition, financial management, personnel administration, politico-military affairs, communications, intelligence, and systems analysis. This emphasis is not misplaced. I recognize it has predictably resulted in longer tours of duty in areas of subspecialization and in repeated tours. Yet, I do not find this inconsistent with the needs of our modern Navy, and I suggest further intensification of this managerial emphasis in future years. These programs, which result in changes in traditional career patterns, are vital to the future success of the Navy. It remains for you to lend credibility to our assurances that these and other subspecialties can indeed provide a path to flag rank.

There will come before your Board names of men who have not had the opportunity for command in grade; there will be others who have been assigned to project manager billets and command ashore in jobs which are, in their way, just as challenging as commands at sea.

I charge you to take these changes of career patterns into account in examining the records of eligible captains. Some talented subspecialists should be selected for flag rank in the full knowledge that they will serve only in billets calling for their special expertise. You are therefore requested to consider carefully the requirements of the flag officer community in all subspecialty areas, with special attention to communications and intelligence, and to apply your best judgments to furthering the depth of diversified talents needed throughout our flag community.

I do hope that some of these men you select are recognized as independent thinkers and, while possessing the virtues I have earlier set forth, march to the

beat of a different drum than that of most naval officers. Our service, as do all organizations, must be careful about becoming too uniform in thought.

As regards age, the selection of some very junior men who have demonstrated outstanding potential constitutes an incentive for our most superb officers and insures time in grade to fill top positions in the Navy as well as in joint billets.

The latter reason generally applies more to the Unrestricted Line; but the former applies equally to the Restricted Line. I am convinced that an occasional Restricted Line officer should be selected on a "best fitted" basis substantially earlier than the average. You are requested to review this situation carefully.

Finally, I ask that you give full consideration to the performance of officers in demanding positions outside the Navy. I am thinking of such assignments as those in the Joint Staff and Office of the Secretary of Defense where one must not only be particularly knowledgeable but articulate his views in the most persuasive manner while retaining a broad perspective of national defense requirements.

I have great faith in you and your fellow officers on the Board. Good luck in your challenging and exciting task.

Sincerely yours,

(Signed) JOHN H. CHAFEE

graded to multiple four; and, effective 24 Mar 72, Communications Technicians ("M" Branch) (CTM) and Disbursing Clerk (DK) are no longer eligible for VRB. VRB awards for all other ratings remain the same.

- NEW SECNAV - JOHN WARNER TO SUCCEED JOHN CHAFEE

The Honorable John W. Warner will assume the position of Secretary of the Navy after SecNav John H. Chafee leaves the post, probably this month, after more than three years' service as the Navy's top civilian official. Mr. Warner, who has served as Under Secretary of the Navy since February 1969, was appointed in April by President Nixon to assume the post of SecNav. SecNav Chafee has been at the helm during a period of innovation in the sea service, and was highly praised by the President, especially for "helping to carry out our Vietnamization policy while simultaneously taking the needed steps to modernize our Fleet." His successor, the Honorable John W. Warner, has a long association with the Navy, which gives him an understanding of many facets of Navy life. He started off as an enlisted Navyman back in World War II.

- FROZEN LONGEVITY RAISES TO BE PAID RETROACTIVELY

Longevity pay raises held up during last fall's wage-price freeze will be paid retroactively to Navy people whose normal longevity increases in basic, special, and incentive pay between 1 Sep and 13 Nov 71 were held up because of the freeze. Those affected by this recent ruling will receive their back pay in their regular paychecks as soon as local disbursing offices can complete necessary administrative work. SecNavNote 7220 (2 Mar 72) has the details.

- SECNAV ANNUAL ENVIRONMENTAL PROTECTION AWARDS

SecNav has announced the establishment of four annual "Environmental Protection" awards--one each for a Navy ship, a Navy shore facility, a Marine Corps activity, and a Navy research and development laboratory--to be given for outstanding environmental protection accomplishments during the preceding fiscal year. The Secretary of the Navy Environmental Protection annual awards, to be announced by 30 June of each year (including 1972), are presented to stimulate outstanding performance in the pursuit of enhancing and protecting the environment. OpNav Instruction 5305.1 contains complete information on this subject.

- CHOICE OF NAVAL DISTRICT FOR FIRST REENLISTMENT YNs AND PNs

If you're a yeoman or personnelman about to reenlist for the first time--and you act quickly--you might be able to choose the Naval District for a 48-month shore tour. The Navy's increasing recruiting effort has created more than 250 YN and PN billets for recruiting administrative support which must be filled as soon as possible; these billets do not involve canvassing, and are located in nearly every state. Preference for assignment will be given to qualified first-termers completing their initial sea tours. Interested YNs and PNs should submit requests in accordance with



# briefs navy navy navy navy na

Chapter XXVII of the Transfer Manual to the Chief of Naval Personnel (attn: Pers-B2151), or call their detailer before 1900 Washington time at the following autovon numbers: 224-8171, 224-8270, or 224-8365.

- Z-GRAM 106: QUARTERDECK WATCHSTANDERS TO BE SELECTED BY COs

Due to wide misinterpretation of Z-gram 44 (13 Oct 70), one part of which exempted officers in the grade of LTJG and above from quarterdeck watchstanding, Chief of Naval Operations Admiral Elmo R. Zumwalt has canceled it. In his latest Z-gram (number 106, of 2 Mar 72), Admiral Zumwalt emphasized that the determination as to who should stand this watch "is one for individual commanding officers to make based on their best judgment, considering all factors which affect the safety of a ship." CNO also said that he does not think it is essential or necessarily desirable for all qualified personnel to be assigned watches and that -- although the decision is now left to COs within guidance furnished by fleet/force commanders-- he desires:

- o A goal of a six-section inport watch rotation, and
- o That all officers, warrant officers and petty officers who are considered to be qualified for quarterdeck watchstanding have an opportunity to exercise their judgment and leadership in this manner.

- CAMPAIGN PERIODS DESIGNATED FOR BRONZE STARS

If you're wearing the Vietnam Service Medal, you may be eligible for another star. The following campaign periods for Vietnam operations have been designated by the Secretary of the Navy:

XIII Sanctuary Counteroffensive	1 May 70 to 30 Jun 70
XIV Vietnam Counteroffensive Phase VII	1 Jul 70 to 30 Jun 71
XV (No name established)	1 Jul 71 to a date to be announced

If you think you're eligible to wear the 3/16" diameter bronze star, see your personnel officer.

- "CARCE" PROGRAM: NEW NEC FOR FOREIGN DUTY BILLETS

The Chief of Naval Operations has approved a program establishing a special Naval Enlisted Classification (NEC) code to identify enlisted people with special knowledge of international fields and foreign languages who wish to fill foreign duty billets. The Country, Area or Regional Classification Enlisted (CARCE) program will create the new NEC 9578, and individuals selected will comprise a pool of available personnel to serve in military assistance advisory groups, mobile training teams, the Personnel Exchange Program (PEP), and similar assignments. More information about the new NEC is expected shortly.

- ARTIFICIAL GOLD ACCEPTABLE FOR ENLISTED UNIFORMS

The Navy Uniform Board has received several questions concerning the authorization of wearing artificial gold on enlisted uniforms. Article 0130 of Navy Uniform Regulations states that metal base lace substitutes



certified by the Navy Clothing and Textile Research Unit are acceptable for uniforms of all Navy people--officers and enlisted--who are authorized to wear gold. Whenever gold lace or silver are specified in Uniform Regs, artificial gold or silver properly certified is acceptable.

- SOLVING THE DRUG PROBLEM: EDUCATION AND INFORMATION

Part of the Navy's overall approach to the problem of drug abuse is to provide trained people to assist commands in establishing drug education and information programs. There are currently 108 specifically designated staff level billets for Drug Abuse Education Specialists with an additional 141 programmed for fiscal year 1973. Volunteers -- who can be from any rate and rating -- will be selected by the Chief of Naval Personnel and ordered to these billets upon completion of the Drug Abuse Education Specialist School at NTC San Diego. Drug Abuse Education Specialists are trained in the areas of cognitive drug information, communication skills, interpersonal dynamics and program design. They represent a valuable resource in assisting commands in the development, implementation and follow-up of a Drug Education Program.

- VIETNAM BONUS FOR VETERANS FROM PENNSYLVANIA

Vietnam veterans from Pennsylvania who wish to collect that state's bonus for Vietnam service should attach a certified true copy of DD 214 -- but not the original, since it will not be returned -- to their bonus request form. The bonus is available to any Vietnam veteran who gave Pennsylvania as his place of residence or home address when entering the armed forces, without regard to place of enlistment, commissioning or induction. For information on other states which provide a bonus for service during the Vietnam conflict, see the special double issue of ALL HANDS, December 1971-January 1972.

- 1972 ANNUAL OFFICER BILLET SUMMARIES AVAILABLE

Copies of the second Annual Officer Billet Summary are currently available at ships and stations for officers' reference. Intended to help officers make more informed and meaningful choices on their preference cards, the summary has two editions: the Junior Officer Edition (NavPers 15994), listing WO through LT billets, is published semi-annually; the Senior Officer Edition (NavPers 15993), published annually, lists LCDR through CAPT billets. (In the announcement made in March 1972, the NavPers numbers were inadvertently transposed.)

- SECNAV ANNOUNCES SAVINGS BONDS CAMPAIGN

The Secretary of the Navy has designated the period from 1 May through 9 Jun as the "Take Stock in America - '72" U. S. Savings Bonds Campaign to be conducted by all commands and activities of the Navy. Savings Bonds may be purchased through the Payroll Savings or Military Allotment Plans for as little as \$6.25 a month. When held to maturity of five years and 10 months, they average an annual return of 5 1/2 per cent

# briefs navy navy navy navy na

interest -- and continue to accumulate this same annual rate of interest for as long as the bonds are held. See your disbursing officer for more details.

- SMALL ARMS SAFETY -- STILL NOT GOOD ENOUGH

The Naval Safety Center has reported that in 1971 nine Navymen were killed and 74 injured, on and off duty, as a result of the mishandling of small arms. Effective instruction in the safe handling of small arms begins with a qualified small arms marksmanship instructor. To obtain immediate instructor support, commands may, prior to 1 Jun 1972, designate men in the Gunner's Mate and Aviation Ordnanceman ratings (E-4 and above) for the "Instructor Small Arms Marksmanship Course" (A-012-0010) listed in the BuPers Formal School Catalog. Quota requests should be submitted to the Chief of Naval Technical Training (Code N332), Memphis, Tenn. 38054.

- HMs & DTs ELIGIBLE FOR MEDICAL SERVICE CORPS APPOINTMENT

All qualified Regular Navy HMs and DTs in paygrade E-6 or above may seek an appointment to commissioned status in the Health Care Administration Section of the Medical Service Corps. Selections for appointment are determined by a Naval Examining Board on the basis of the applicant's performance, motivation, educational achievement, OSB test score, and professional examination score. Interested hospital corpsmen and dental technicians (E-6 through E-9) should see their personnel officer about BuPersInst 1120.15K for more details. Deadline for requesting the OSB exam is 1 Aug of the year preceding the fiscal year in which you desire appointment.

- EMPLOYMENT SERVICE PLACES VIETNAM VETS

The Federal-State Employment Service is expected to put about 200,000 more returning servicemen into jobs in the next six months and enroll nearly the same number in job training programs. More than 40,000 ex-servicemen were enrolled in manpower training programs during the first five months of last year. This employment service is playing a key role in the President's program to bring veterans quickly back into the mainstream of American life.

If a veteran's military job skill is directly transferable to a civilian job, he may be "job-ready" when he reports to the employment service. If not, he may be given classroom training to acquire a job skill; or he may be hired and trained in an on-the-job type of training, with manpower funds subsidizing the employer for costs of training, orientation and related education. Services such as career counseling, aptitude testing and remedial education are available through the employment service.

Employment service representatives regularly furnish employers with job market information and take their job orders. Job banks covering more than half the nation's work force now print daily listings of all available job openings, and the banks are currently being extended into statewide systems in all states. In addition, the service has assigned counselors to European and Far East military bases to assist soon-to-be discharged servicemen in making plans for jobs or schooling.



# from the desk of the Master Chief Petty Officer of the Navy

## "Performance Evaluation: A Reaffirmation"



MCPON JOHN D. WHITTET

**A** NUMBER of our senior petty officers have expressed concern with the new master, senior, and chief petty officer evaluation report. NavPers 1616/8 (Rev 6-70).

In response to this concern, we want to acknowledge the interest that has been voiced, respond to some of the comments

given and, finally, to reassure you that the new evaluation system deserves your full faith and support.

To begin with, a formal performance evaluation system is an indispensable tool of personnel management. The real question is not whether to evaluate, but how to evaluate. Like any other tool, however, a formal evaluation system is subject to abuse. For CPOs, the old (792) evaluation system was much abused. Marking trends for master, senior and chief petty officers were so inflated that it was increasingly difficult to recognize, and therefore reward, performance that was truly exceptional.

Implementation and usage of NavPers 1616/8 were successful in responding to the need for an acceptable Navywide distribution curve. This, in turn, has facilitated the decision-making process for selection boards, quality control review boards, detailers, and various other officials. The recent move to the OCR form (NavPers 1616/8) is even more advantageous. Unlike the previous form, all OCR forms can be electronically scanned here in the Bureau. Moreover, blocks 25 and 26 of the new form offer a readily visible check against evaluation marks that are not completed within the letter

and spirit of the marking instructions. Because of this visibility, the man who is evaluated in accordance with the marking instructions will have a much more meaningful report than the man whose performance evaluation is abnormally inflated or deflated.

**S**OME NAVY PERSONNEL are apprehensive about the subjectivity of the appraisal process. However, formal evaluation systems like our own tend to bring this subjectivity to the surface where it can be identified, measured and adjusted, if necessary. Performance evaluation will always be a matter of human judgment. By giving it the structure that we have, the probability of having an objective evaluation is enhanced.

It is often felt that belonging to a certain activity or that having a certain reporting officer may add to, detract from or even destroy the opportunity for a good evaluation. As true as this may be, program officials are acquiring, and to a considerable extent already have, the statistical capability to recognize and adjust for the evaluation that is erratic, inflated or otherwise inaccurate. During the last few years, individual evaluation marks have been recorded on magnetic tape. These marks can now serve as an invaluable and an ever-ready reference source for Bureau decision-makers. Along with the benefit of the more traditional commonsense measures, decision-makers can go a long way toward insuring each Navyman or Navywoman his just reward.

**S**ELECTION BOARD MEMBERS and other decision-makers understand that performance evaluation is a subjective business. Each member of the E-8/E-9 selection board, for example, is briefed in this capacity, long before any selection decisions are made. I have found board members to be quite sensitive and responsible about the differences in sizes and types of commands, rating communities and command marking trends.

Like any new system, this one has had a few mechanical "bugs." These however, are the subject of a recent change to BUPERSNOTE 1616 dated 22 February, 1972. BUPERSNOTE 1616 is an explicit and detailed list of marking instructions that, when followed, will make everyone's job a little easier.

It has often been said that there are two sides to every story. This story is no different. Our new performance evaluation report system should be considered as it relates to thousands of Navy personnel as well as a single individual or small group of Navy personnel.

For my own part, I am confident that our new evaluation system represents more justice to more Navyman than any system yet conceived that is within our means . . . and that's what it's all about!



# WHAT'S NEW ON THE EDUCATIONAL FRONT

## NAVY'S FIRST BM SCHOOL

**F**OR THE FIRST TIME in the 174-year history of the Navy, men in the rating that means "Navy" have a school of their own. A pilot program for boatswain's mates has been established at the Fleet Training Group, Newport, R. I. In an effort to return the BM rating to the level of recognition it deserves and due to the present acute shortage of BMs, the three-week course was begun.

According to Lieutenant Commander Joseph Welenc, BM Training Division Officer at FTG, the rapid changes in seamanship aboard the numerous new types of Navy ships have also made it necessary for adopting a formalized BM training program. Senior Chief Boatswain's Mate Horace D. Wilson and Chief Quartermaster Larry Purcell, both FTG instructors, undertook the task of putting the course together. They used their many years of experience in the field to lay the foundation for the newly established school. LCDR Welenc says the aim of the new course is to give each man "the chance to prove himself and motivate himself, regardless of his educational background."

Patterned along the lines of a similar PhibLant course, the BM School emphasizes skills required on destroyer-type ships. Chiefs Wilson and Purcell are constantly revising and redefining the subject matter, hoping ultimately to incorporate knowledge gained aboard ship and put that information to practical use in helping to teach the course. Instruction naturally includes the general duties of BMs, and many other subjects—such as honors and ceremonies, marlinspike seamanship, painting and equipment, aids to navigation, replenishment at sea, visual signals, boat seamanship, and knowledge of the Rules of the Road—have also been incorporated into the course.

Instructors at the school recommend that a candidate for the class have a minimum of four months' shipboard experience before being recommended for training. With this experience at sea a candidate will have already learned some basics which will be helpful when he arrives at the school.

## SCHOOL FOR BOILERMEN

**T**HE NAVAL DEVELOPMENT AND TRAINING CENTER at San Diego recently began a 1200 PSI Boilerman Operation and Orientation Course for enlisted men at the E-2, E-3, or E-4 levels who are either BT "A" school graduates or have at least six months' fireroom experience aboard ship. The course is designed to provide selected enlisted people with knowledge and on-the-job training which will enable them to operate

properly the main boilers and associated equipment of ships' engineering systems.

Each month one of the ships moored at the naval station is designated as school ship, where the students spend three weeks reinforcing their classroom theory with on-the-job training. Here, the students learn to identify the components of the basic steam cycle, explain their respective functions within the cycle, and demonstrate their ability to light off, operate, and secure boilers and associated equipment.

For the fourth and final week of school, the school ship gets underway with students operating the fire-room equipment. While the engineering plant is in operation, casualty control drills are conducted to test the men on correct procedures and safety precautions, and develop teamwork within the engineering spaces.

## SCHOOL OR CHOICE OF COAST?

**T**HE NAVY RECRUITING COMMAND recently announced the beginning of two new programs—one involving guaranteed schooling, the other a choice-of-coast option—which will give new enlistees and recruits more of a voice in selecting their assignments.

New enlistment options guaranteeing better choice of school assignments were recently put into effect. Qualified applicants can now be enlisted into one of 14 occupational categories with a guarantee of formal advanced training. Formerly, recruits were enlisted into one of five broad categories for school as-



## WHAT'S NEW IN EDUCATION?

signments—aviation, electronics, nuclear propulsion, medicine, or general seamanship.

The new program, called the Regular Navy Enlisted Occupational Specialty School Guarantee Program, is designed to make the Navy more responsive to the desires and aptitudes of individuals who want more specific guarantees after enlistment.

Provided basic requirements for eligibility are met at the time of enlistment and maintained throughout the period of recruit training, applicants may select from one of the following 14 areas: operations specialties (analysis or control), graphic specialties, administration, precision mechanical equipment, mechanical fabrication, general mechanical specialties, aviation mechanical specialties, supply and accounting, food preparation and service, medical specialties, dental specialties, ordnance, and electricity.

**T**HESE CATEGORIES INCLUDE 55 specific jobs such as air controlman, construction mechanic, disbursing clerk, etc. All programs require a minimum age of 17 years and a high school diploma or equivalency certificate. Applicants with advance college credits or experience in the Sea Cadet or Naval Junior Reserve Officer Training Corps may be accepted into the Regular Navy program at higher pay grades.

Under the other new program, Navy people who are not assigned to a formal training school upon completion of recruit training may now exercise a "choice-of-coast" option. Applicants who are eligible for advanced schooling but do not receive a school assignment after recruit training are guaranteed duty on the coast of their choice. Preference for the "East Coast" or "West Coast" option may be expressed at the time of enlistment, or before graduation from recruit training.

The area covered by the East Coast option includes the eastern seaboard or areas throughout the Atlantic Fleet. The West Coast option area includes the western continental United States, Hawaii, and ships or shore installations throughout the Pacific.

Depending upon the requirements of the Navy, assignments will be made either to ships or shore stations in the geographic area chosen. Specific cities or home ports are not available under this program.

### DATC: A VARIED EDUCATION

**S**AN DIEGO'S Naval Development and Training Center (DATC) is one of the most unusual and most effective training activities in the Navy today. The reason: Assigned rates receive personal counseling by the Human Resources Management Officer to determine their training needs. An individual two-year program is developed for each trainee. It contains a studied balance of academic, managerial, and general military subjects in addition to formal and applied technical training.

The 400 to 600 trainees at DATC divide their time between formal training and industrial type, applied training areas. While in the latter, they can strengthen their technical and academic knowledge

by actually repairing components and systems found in the fleet.

Of course, their repair functions are limited to projects directly associated with the engineer's specialty and ability.

Since DATC opened in 1967, about 1500 senior petty officers have completed a tour of shore duty there. Many were able to complete high school while stationed there and still others earned associate arts degrees.

### NAVY SKILL CENTERS

**A** NEW NAVY training program, designed to meet the serious veteran unemployment problem head-on, has been launched with the opening of 10 training centers across the U. S.—from Seattle to Charleston and Newport to San Diego. These Navy Skill Centers provide civilian job training for Navymen who are nearing discharge and who have the greatest need for training. The program was begun as a direct result of President Nixon's concern for increasing employment opportunities for returning veterans.

The general objectives of the centers are to provide vocational counseling, educational assistance, vocational skill training and job placement services for individuals who would not normally be provided similar training under Project Transition. The program has been integrated into the existing framework of Project Transition and draws upon the resources of that project for technical guidance and administrative support.

Basically, Navy Skill Centers are for individuals who could not normally be provided Transition services, particularly those assigned to ships or overseas areas who would be subject to immediate release upon arrival in the U. S. Skill Center training is voluntary, and especially tailored for those individuals whose job prospects, due to lack of experience, education and/or skills, are poor.

**N**AVYMEN who will be separated under honorable conditions and eligible for the early separation program—resulting in reduction of forces—may receive up to two months of Skill Center training or services. A volunteer must have served a tour of 180 consecutive days and be in one of the following categories: (1) combat-disabled; (2) a non-high school graduate in pay grades E-3 or below; (3) not eligible (or eligible, but not recommended) for reenlistment in pay grade E-3 or below; or (4) a Vietnam veteran (possessing the Vietnam Campaign Ribbon) in pay grade E-3 or below. The Skill Center volunteer must also be eligible for the early release from active duty program.

Both formal courses and on-the-job training are offered at each site. Training is designed to provide entry-level skills in such areas as carpentry, masonry, welding, auto mechanics, auto body repair and small appliance repair.

Skill Centers have been established at the following Transition site locations: the Naval Stations at

Newport, Philadelphia, Norfolk, Charleston, Treasure Island, Long Beach and San Diego; the Naval District, Washington; the Naval Support Activity, Seattle; and the Naval Training Center, Great Lakes.

Complete information on the Skill Center program is contained in BuPers Inst. 1510.110 of 2 Dec 1971.

### FIRST SecNav/CNO FELLOWS

**S**ECRETARY OF THE NAVY John H. Chafee and Chief of Naval Operations Admiral Elmo R. Zumwalt, Jr., recently announced the appointment of two junior naval officers as the first SecNav and CNO Fellows. Lieutenant Commander Bernard F. McMahon, former CO of the fleet minesweeper *uss Detector* (MSO 429), has assumed the duties as SecNav Fellow for one year, and LCDR Donald G. Gentry has reported for duty as CNO Fellow. LCDR Gentry was previously assistant navigator aboard *uss Kitty Hawk* (CVA 63).

The purpose of this Fellowship Program is to give outstanding young officers an opportunity to observe and participate in the development and administration of naval policies and doctrines. McMahon and Gentry will work closely with high-level Navy leaders, attend policy meetings with the SecNav and CNO, and each will undertake projects assigned by Secretary Chafee or Admiral Zumwalt. In addition, each Fellow will prepare a detailed proposed annual program for his successor.

### NROTC SCHOLARSHIPS FOR GIRLS

**T**HE NAVY is now accepting applications from female high school seniors who wish to attend college under the Naval Reserve Officer Training (NROTC) scholarship program. This scholarship provides tuition, fees, books and a \$100 per month subsistence allowance for a period of 40 months, and successful completion of this program leads to a commission as a Navy ensign or second lieutenant in the Marine Corps.

The NROTC scholarship program for women will be initially conducted at the following schools: Jackson-

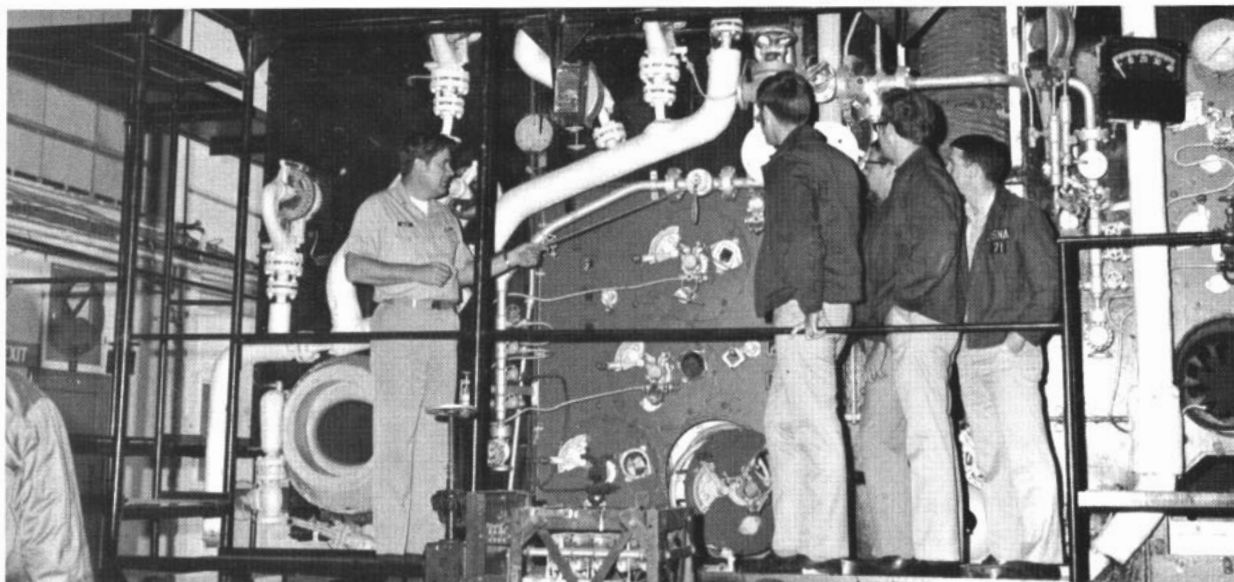
ville University, Jacksonville, Fla.; Purdue University, West Lafayette, Ind.; Southern University and A&M College, Baton Rouge, La.; and the University of Washington, Seattle, Wash.

Women interested in applying should write a letter to the Commander, Navy Recruiting Command (Code 314), Department of the Navy, Washington, D. C. 20370, including reasons for desiring an NROTC scholarship and a naval career. Scholastic Aptitude Test (SAT) or American College Test (ACT) scores and a letter of acceptance to one of the four universities listed above must be included, in addition to written parental consent. The deadline for receipt of this letter is 1 Jun 1972.

Applicants must be American citizens who have reached their 18th birthday but not their 21st by 1 Sep 72. Finalists selected will be required to appear at a Navy recruiting station for interview and processing during the month of June, and will be notified of selection by 1 Jul 72.



San Diego's Development and Training Center training men (above and below) in applied technical skills as well as academic and military subjects. Each of the assigned rates receive personal counseling to determine their training needs.





# COs' CONFERENCES

## Keep Information Flowing

**K**EEPING NAVYMEN INFORMED of their rights and benefits and the changing operational requirements of their commands is a never-ending task. It's an especially demanding job for commanding officers and one which constantly needs solutions.

Vice Admiral C. Edwin Bell, Commander Amphibious Force, Atlantic, struck at the heart of the matter recently. One of his actions was to hold a Unit Commanders/Commanding Officers Conference on a regular basis. Eight of these informal conferences have been held to date. Chaired by Admiral Bell, they have covered such topics as minority affairs, the self-help program, Z-grams, personnel retention and a variety of other subjects. The real value of the conferences, however, is to encourage a free exchange of ideas and discussion of mutual problems among force commanding officers.

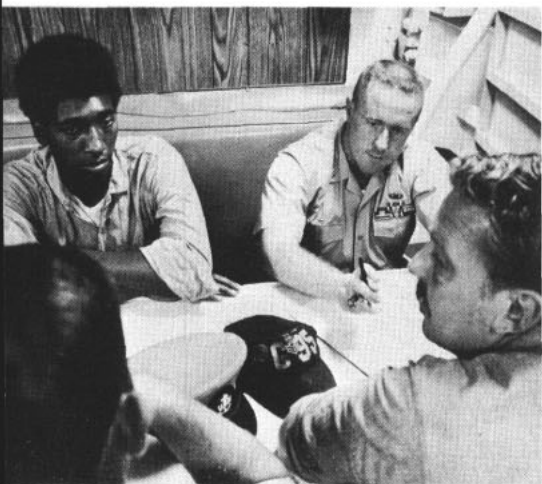
A recently conducted Navywide personnel survey

indicated the need for additional communications outlets between COs and members of their crews. This problem was given careful thought and a voluntary program was begun within PhibLant for monthly face-to-face meetings between commanding officers and their crews. When appropriate, the invitation is also extended to include dependents at these gatherings.

**A** VARIETY OF FORMATS were suggested for the meetings; however, the ultimate decision as to whether to participate in the program and how the command program will be run is left up to the individual commanding officers. As a consequence, the methods of conducting these meetings and their frequency are varied.

The CO of *uss Mount Whitney* (LCC 20), an amphibious command ship, chose to hold weekly meetings with the duty section to keep the size of the gatherings to a manageable level on the ship's mess decks. The subjects most often discussed concerned standards of dress and uniform, leave/liberty policies, ship's goals and training requirements, schedules, and shipboard rules and regulations. Two of the meetings aboard *Mount Whitney* included dependents.

Two other ships—*uss Portland* (LSD 37) and *uss Nashville* (LPD 13)—took the dependent program a step further and informed dependents of the meetings



**RIGHT:** Attendees assemble in the COMPHIBLANT Conference Room for Admiral Bell's eighth Unit Commanders/Commanding Officers informal conference.

**ABOVE:** Lieutenant J. F. Gibson, Jr., commanding officer of *USS Defiance* discusses the wage-price freeze and its effect on longevity during a recent Captain's Call aboard the patrol gunboat in the Mediterranean.



by written invitation. *Portland's* invitation included lunch aboard the landing ship before the meeting. The meeting itself covered a predeployment question-and-answer session. *Nashville* also presented a predeployment briefing with the assistance of representatives from the Regional Medical Center Branch, the Red Cross and Commander Amphibious Group Two's family assistance team. That meeting was held in the base theater, and free baby-sitting was provided to help make the wives' afternoon more relaxed.

**T**HE COMMANDING OFFICER of USS *Pensacola* (LSD 38) uses a variety of methods in meeting with his crew. For rapid dissemination of information of interest to all hands—schedule changes, inspection results, estimated times of arrival advancement in rate results, etc.—the IMC is used. Upcoming events, future evolutions, post-exercise critiques and long-range schedules are passed out at all hands meetings. Face-to-face, no holds-barred discussions, followed by question-and-answer periods are held frequently aboard *Pensacola*. In each of these meetings, the ship's XO, personnel officer, minority affairs officer and the senior enlisted advisor are present to answer questions and take follow-up action on recommendations from the group.

USS *Suffolk County* (LST 1173) CO uses his meetings to introduce new crewmembers to the entire ship's company. A recent meeting aboard USS *Hermitage* (LSD 34) was publicized as an opportunity to air favorite gripes. Following a brief presentation of the ship's operating schedule, a review of the drug exemption program was held. In a 40-minute question-and-answer period that followed, every query was directed toward the drug question from the 200 persons present. No one thought to mention his favorite gripes,

Several factors have become apparent from the meetings aboard PhibLant ships. The meetings have been well received by both the crews and their COs. For the crews it provides an opportunity to obtain answers to their questions and—for COs—it can serve to point out potential trouble spots. It has also been noted that personnel tend to talk more freely when they meet in small groups.

Additionally, there is no ideal format for these meetings; those who have varied their formats find each to be productive in different areas.

—LCDR Harold S. Torrance, USN



ABOVE: Mr. Martin L. Ware, Supervisory Customs Inspector, North Station, U. S. Bureau of Customs, Norfolk, Va., discusses customs regulations and procedures at COMPHIBLANT's eighth Unit Commanders/Commanding Officers Conference. ABOVE, TOP: Captain J. B. Morin, Commanding Officer, USS *La Salle*, discusses an upcoming ship's deployment with dependents of personnel aboard *La Salle*.



# NIMITZ VILLAGE

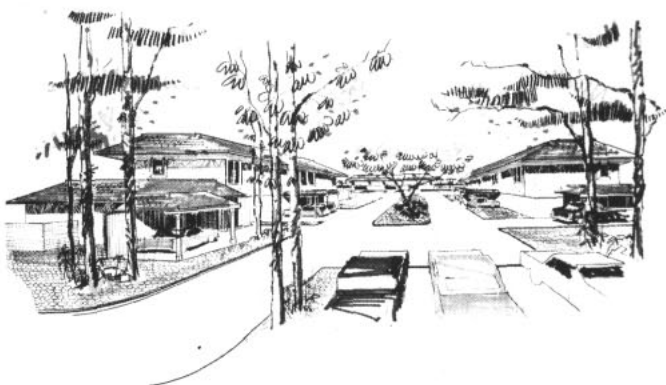
**A**BOUT CHRISTMAS TIME THIS YEAR, 150 Navy families will move into new units now under construction in the north sector of Nimitz Village at the Great Lakes Naval Training Center.

The new construction includes two-, three- and four-bedroom units grouped in 48 buildings, each of which will include between two and six families. The town-house type development will have ample green space with 12 of the available 30 acres reserved for parks, greenways and play areas for small children.

Desirable features of the surrounding civilian hous-

ing areas are being incorporated in the new section of Nimitz Village. Each town house has its own carport with additional parking for visitors. Vehicular traffic will be excluded in the park areas. There are paths along which children can walk to the elementary school on the project's north edge.

The new buildings provide 950 square feet of net living space in the two-bedroom apartments, 1080 square feet for the three-bedroom units and 1250 square feet for the families housed in the four-bedroom units. All have a living-dining room combination, kitchen, powder room and separate family room on the ground floor. Ample lawn space is provided front and rear, and sliding glass doors lead from the living-dining room to a private patio in the rear. All bedrooms plus one, one and a half or two baths are on the second floor. Each bedroom, of course, has its own closet. There will also be a large bulk storage space on the second floor as well as an enclosed storage compartment in each carport. The houses come equipped with stove, refrigerator, garbage disposal and dishwasher. Utility connections for occupant-owned clothes washer and dryer are also provided. Otherwise, they are unfurnished.



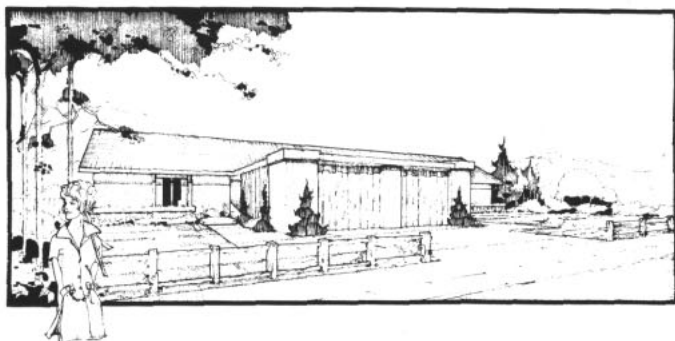
## MURPHY CANYON

**T**HE SAN DIEGO PUBLIC WORKS CENTER moved one step closer to adding 900 units of new Navy housing recently; the 1200 San Diego area Navy families were awaiting the word on who would be the first residents.

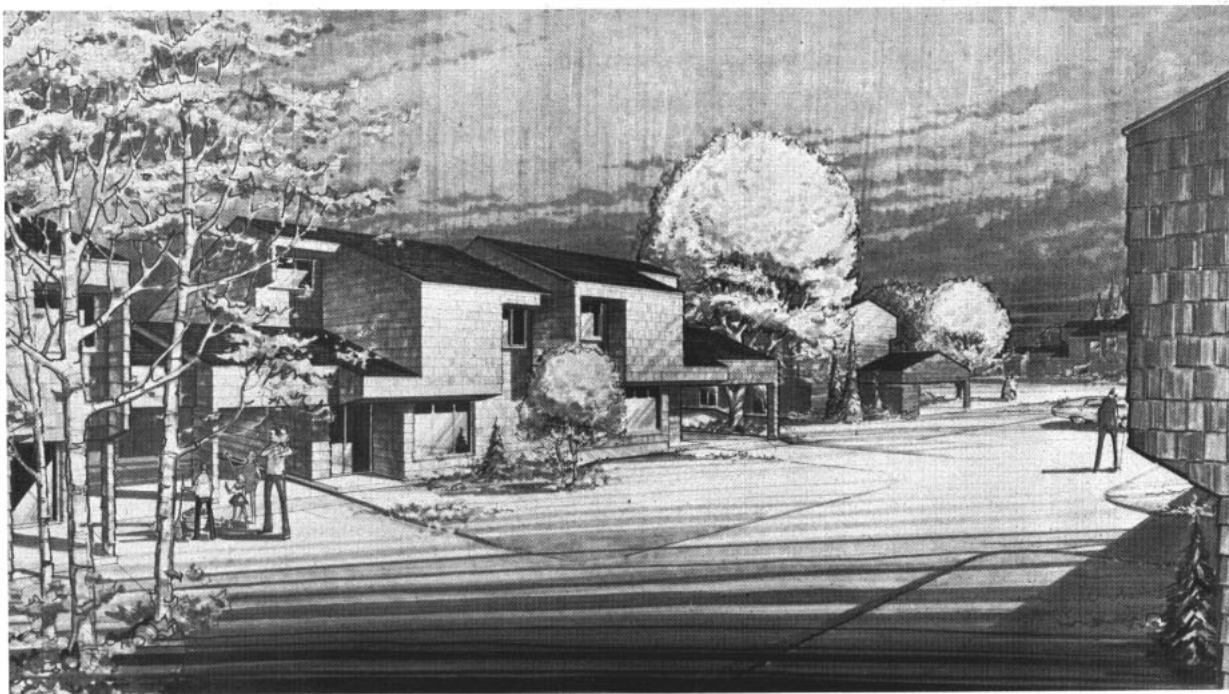
All 1200 housing applications were dumped into a huge container and the names were selected by lottery. PWC's commanding officer, Captain Ralph B. Grahl, Jr., was on hand at the gathering of future Murphy Canyon residents to welcome them and to explain the rules of the lottery.

Head of the PWC Housing Office, Al Reisweber, drew the first application and as a result Chief Radioman Edward L. Crabtree and his family, which includes three children, occupied the first three-bedroom unit. At the time of the drawing, Chief Crabtree was residing in Gateway Village—a Navy housing project constructed during World War II. He is attached to the Service Schools Command at the San Diego Naval Training Center.

**O**THER ENLISTED MEN SELECTED for occupancy of the first of each type of housing included: Hospital Corpsman 2nd Class Robert L. Miller, Sr., *uss Con-*







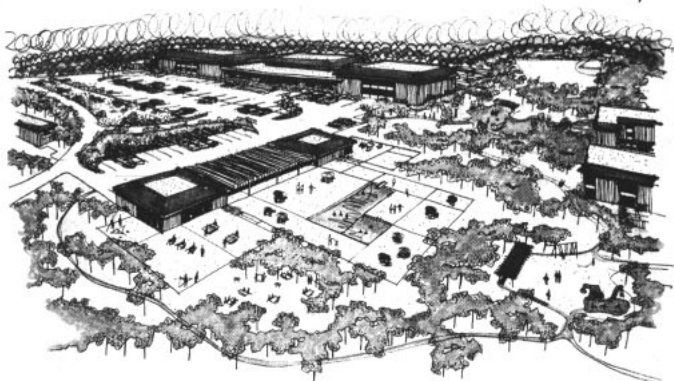
## New Housing in San Diego

*stellation* (CVA 64), four-bedroom; and Data Systems Technician 2nd Class Stephen W. Reliford, Point Loma Naval Electronics Laboratory, two-bedroom. In the officer category, Warrant Officer L. P. Kleis, Jr., *uss Hamner* (DD 718), was assigned to the first four-bedroom unit; and Lieutenant Commander James B. Ramsey, VF 126 at Miramar, was assigned to the first three-bedroom unit.

What do the sailors think of this new housing? Petty Officer 2nd Class Eugene Wetter commented, "The Navy has never had anything like this before for enlisted men. With three children, a single house is beautiful, especially if you've been an apartment dweller." The Wetter family moved into a new four-bedroom home in Murphy Canyon.

The Murphy Canyon housing will help ease the shortage in San Diego. According to PWC, the shortage of both Navy and civilian housing in the area is critical. Civilian housing, according to the Navy, is expensive and difficult to find, and there is a long waiting list for the present units of Navy housing.

When the initial 900 units are completed in Murphy Canyon it will bring the total of Navy housing units available in the San Diego area to 4246.



### **Ultramodern BEQ, With Three Towers, Provides Maximum in Privacy, Comfort**

**A** \$2.8-MILLION bachelor enlisted quarters complex, designed to accommodate more than 1000 Navy-men with maximum privacy and comfort, was recently opened at the Naval Air Station, Lemoore, Calif. The ultramodern BEQ is comprised of two separate complexes, each containing 3 three-story towers surrounding a smaller one-story structure.

Each tower houses approximately 165 men in 42 completely enclosed and individually air-conditioned rooms which accommodate up to four men and contain beds, wardrobes and study desks. Twelve rooms containing private baths are designed for one or two senior petty officers each.

The towers contain centrally located shower and bathroom facilities encircled by a corridor, with rooms and lounges along the outside walls. The construction technique of reinforced concrete with concrete masonry on the outside enables the shower/bathroom cores to double as fallout shelters.

The smaller one-story buildings house master-at-arms people, linen issue, power and heating units and other related maintenance equipment, and are connected to the towers by a series of exterior walkways. Tinted exterior window panels also lend to the modern look of this BEQ complex, which also includes a large parking area for motorcycles and automobiles.

### **Yokosuka Naval Exchange Mail Order Service Is Okayed for Pacific Area Activities**

**T**HE NAVY RESALE SYSTEM (NRS), working through the Navy Exchange at Yokosuka, Japan, is now providing a mail order service to authorized patrons deployed in the Pacific area. Inaugurated in the spring of 1967 on a limited geographical basis, the service was expanded in April 1971 to include all shore and sea activities in the Pacific, except for Alaska and Hawaii.

The Yokosuka mail order service offers eight merchandise categories from which patrons may choose a wide variety of items. These categories are: consumer electronics; tableware; cameras; photographic accessories; optical goods; pearls; jade; and timepieces. Among the items offered are stereo components, telescopes, tape recorders, dinnerware, flatware, glassware, pendants, rings, radios, TV sets, and other goods which may not be readily available to Navy people serving aboard ship or at some Pacific area locations.

Four catalogs are available to patrons, containing detailed descriptions of all merchandise available through the mail order service. Prices and weights of all items are listed in these catalogs. Mail order forms are available at each activity participating in the service, so patrons can simply select the merchandise they want and fill in the required information on the form. The order form is then sent to Yokosuka's exchange, where it is processed and filled.

A special feature of this service is that the customer may have his purchase shipped to any address in the

continental United States. All he has to do is certify on the order form that the merchandise ordered is a bona fide gift or is for his own personal use when he returns stateside.

As if all this weren't enough by itself, NRS has added another, indirect benefit to customers of the mail order service—the profits generated through this service are returned, on a prorated basis, to ships and activities whose members participate in the mail order program.

### **Lexability: It's a Competition to Improve Shipboard Living Spaces**

**H**ABITABILITY is what the Navy calls it, but the men aboard USS *Lexington* (CVT 16) added a dash of competitive pride and renamed it "Lexability."

Bringing an old ship up to modern standards is hard work, so *Lexington's* crew made it as pleasant as possible with a two-month competition between divisions to improve living spaces. Judges rewarded the divisions with the best spaces at the end of the competition.

Each division worked hard repainting berthing and lounge areas in blues, greens, reds and yellows. New decor included murals, paintings, clocks, mirrors, wood paneling and false overheads. Salvaged furniture added to the comfort of living spaces.

More was at stake in the Lexability competition than pleasant surroundings. Because their spaces showed the most improvement, the disbursing clerks of S-4 Division received a 96-hour liberty and \$150 toward a new stereo system. OC Division was selected as having the most outstanding berthing area and was rewarded with a 72-hour weekend liberty and \$50. Honorable mentions went to OE Division, the Minuteman Guard, S-5 Division, Dental, CR Division and the CPO mess cooks.

The crew's mess was also a target of Lexability efforts, though not in divisional competition. New tile, wood paneling, pictures, drapes and artificial plants were used to create a more relaxing atmosphere. Stereophonic background music was piped in to add to the pleasure of dining. The butcher shop and bakery were renovated at the same time, with new ovens doubling the bakery's production.

Now that the enthusiastic crew has completed its Lexability drive, Lady Lex boasts that her living areas are as fine as any in the Fleet.

### **Navymen Assist U. S. Customs Officials To Give Navy Ships Detailed Inspections**

**N**AVY SHIPS returning from the Orient are being thoroughly inspected at Pearl Harbor by 60 Navymen selected from local commands to assist U. S. Customs officials. Although contraband of any kind is sought, the principal targets are always narcotics, marijuana, amphetamines and barbiturates.

Since going over a naval vessel with a fine-tooth comb requires either considerable time or a large number of men, the Bureau of Customs enlisted the aid of 58 petty officers and two commissioned officers to

## CNO SitRep Four: New Film Offers A Frank Discussion on Race Relations

**T**HE LATEST FILM in the CNO SitRep series, entitled "It's Gotta Be One Navy," is now being distributed to major fleet and shore establishment commands. CNO SitRep Four deals with discrimination in the Navy. It presents no pat answers nor does it offer any executive solutions, but rather seeks to enhance recognition of the fact that this problem does exist. It also tries to generate in every Navy man and woman an increased sensitivity to those with whom he or she lives and works, and an awareness of each person as an individual, since awareness and sensitivity are fundamental to improving human relations and to the goal of one Navy for all Navy people.

Films in the SitRep series are designed to illustrate items of interest and areas of concern to all Navy people, their dependents and civilian employees. They are intended to be shown during regular training sessions or during working hours, and everyone is encouraged to attend. Activities having difficulty in obtaining prints should contact their district or fleet public affairs offices for assistance; terminal stations experiencing distribution problems that could possibly be resolved by telephone should contact Mrs. Horton, Naval Photographic Center (autovon: 288-4167/-2185).

help stem the flow of contraband in the United States.

Ordinarily, it would take two or three days for one experienced man to inspect even a comparatively small ship like a destroyer. With Navy help, the Bureau of Customs can assign from 10 to 50 men to a search thereby cutting inspection time, in some cases, to only four hours for a destroyer and to a single day for a carrier. The inspection is made at Pearl Harbor so as not to delay the crew when the ship reaches its home port on the mainland.

## 'Kotch,' 'Who Is Harry Kellerman?' Are Included on List of New Movies

**H**ERE'S A LIST of recently released 16mm feature motion pictures available to ships and overseas bases from the Navy Motion Picture Service. Movies in color are designated by (C) and those in wide-screen processes by (WS).

*Kotch* (C): Comedy-Drama; Walter Matthau, Deborah Winters.

*Villain* (WS) (C): Drama; Richard Burton, Ian McShane.

*The Light at the Edge of the World* (WS) (C): Adventure Drama; Kirk Douglas, Yul Brynner.

*Shaft* (C): Melodrama; Richard Roundtree, Moses Gunn.

*Skin Game* (WS) (C): Comedy; James Garner, Lou Gossett.

*Le Mans* (WS) (C): Drama; Steve McQueen, Elga Andersen.

*Who is Harry Kellerman?* (C): Drama; Dustin Hoffman, Barbara Harris.

*Deep End* (C): Drama; John Moulder Brown, Jane Asher.

*T. R. Baskin* (C): Drama; Candice Bergen, Peter Boyle.

*The Organization* (C): Drama; Sidney Poitier, Sheree North.

*Brief Season* (C): Drama; Christopher Jones, Pia Degermark.

*The Badge or the Cross* (C): Drama; George Kennedy, Ricardo Montalban.

*The Ski Bum* (WS) (C): Drama; Zalman King, Charlotte Rampling.

*Say Hello to Yesterday* (C): Drama; Jean Simmons, Leonard Whiting.

*Evel Knievel* (C): Biography; George Hamilton, Sue Lyon.

*Ransom for a Dead Man* (C): Drama; Peter Falk, Lee Grant.

*Scandalous John* (WS) (C): Comedy; Brian Keith, Alfonso Arau.

*Man Called Sledge* (WS) (C): Western; James Garner, John Marley.

*Love Story* (C): Drama; Ryan O'Neill, Ali MacGraw.

*Willard* (C): Horror; Bruce Davison, Elsa Lanchester.

*Wild Rovers* (WS) (C): Western; William Holden, Ryan O'Neal.

*The Todd Killings* (WS) (C): Drama; Robert F. Lyons, Richard Thomas.

*The Red Tent* (C): Historical Drama; Sean Connery, Claudia Cardinale.

*The City* (C): Drama; Anthony Quinn, E. G. Marshall.

*The Touch* (C): Drama; Elliott Gould, Bibi Anderson.

*Crooks and Coronets* (C): Comedy; Telly Savalas, Warren Oates.

*Chrome and Hot Leather* (C): Drama; Tony Young, William Smith.

*The Aquarians* (C): Science Fiction; Ricardo Montalban, Kate Woodville.

*The Last Run* (WS) (C): Drama; George C. Scott, Tony Musante.

*Billy Jack* (C): Western; Tom Laughlin, Delores Taylor.

*Play Misty for Me* (C): Suspense Drama; Clint Eastwood, Jessica Walter.

*San Francisco International Airport* (C): Drama; Pernell Roberts, Clu Gulager.

*Adios Sabata* (WS) (C): Western; Yul Brynner, Alberto Grimaldi.

*Percy* (C): Comedy; Hywell Bennett, Denholm Elliott.

*The Crook* (C): Drama; Jean-Luis Trintignant, Danielle Delorme.

*Conspiracy to Kill* (C): Drama; Robert Conrad, William Conrad.



**I**T'S PRETTY UNLIKELY, but, if at some future date, the Navy comes up with a career counselor's "Hall of Fame," then it's a fairly safe bet the name of Senior Chief Air Controlman Bud C. Sherwood will be included. In fact, people at the Naval Air Technical Training Center, Glynco, Ga., flatly state that he'll be at the top of the list.

There is proud reasoning behind their boast. With the Navywide first-term retention figures still falling short of the desired goal, Chief Sherwood's somewhat unorthodox methods have chalked up an astonishing 83 per cent first-term reenlistment rate for Glynco. This phenomenal percentage is the result of 45 out of 54 eligible first-term Glynco sailors choosing the Navy way during FY 1971.

Add to that the fact that Chief Sherwood was also responsible for the command's previous year's record of 61 per cent first-term retention. Overall, NATTC

### **Retirement Is a Whole New Life, But Navy Benefits Continue On**

**T**HE TIME HAS COME—after 20 or 30 years of service in the Navy, you have reached retirement. Now what?

Now comes the start of a whole new life—a life that will include many of the benefits enjoyed during active duty, opportunities for broadening knowledge and experience and, above all, time to enjoy and take advantage of all these benefits and opportunities. In most cases, Navy men and women are eligible for retirement when they are in their late 40s or early 50s, so they have many years to enjoy active living, to start a second career, or just to sit back and retire.

Retired Navy people and their dependents can still use exchanges, commissaries, open messes, installation theaters, recreation facilities, and personal services centers. They can get medical care in service hospitals on a space-available basis, and they're covered in the CHAMPUS program. Other benefits for retired personnel—including various educational programs, medical care under some circumstances, and loans to aid in buying a home—are available through the Veterans Administration.

For a rundown on retirement rights and benefits, and other R & Bs, see the special double issue of *ALL HANDS*, December 1971-January 1972.

### **Computer Aids Retirees Registering With Navy's New Referral Program**

**T**HE NAVY'S REFERRAL PROGRAM is receiving a big boost these days in the form of a major publicity campaign designed to increase the number of civilian job openings that are registered with the Referral computer. This campaign, in conjunction with the use of a simplified employer registration form which makes it easier for an employer to register his vacancies, means that people retiring from the Navy will be receiving more and better job offers from the system.

Another change that will benefit Referral participants is that, once an individual registers with the

## **Here's a Candidate for Career**

Glynco's career counselor has notched an enviable total of 930 reenlistment years for first-termers.

What's the secret behind Chief Sherwood's success? "Simple," he says, "I make house calls."

This highly personalized approach is the main vehicle by which Chief Sherwood brings the Navy to the prospective reenlistee. He considers himself a salesman with a good product—the Navy. Bringing the product into the home — or, as the chief explains it, "bringing the mountain to Mohammed"—simplifies the selling process.

**T**O DO THIS, the chief finds out exactly what Navy program the man is qualified for before he visits the man's house. He then explains to both the man and

computer, his name and skills remain registered for one year after he retires. Formerly, only disabled personnel were permitted to stay on the computer list for more than six months. Retiring Navymen are still eligible to register six months prior to their retirement date.

The Referral Program is different from programs being conducted by the other military services. The Navy has 11 Referral counselors who travel to major naval installations to assist in computer registration and lend guidance to retirees in writing their resumes and learning effective job search techniques. Armed with registration in the Referral computer, a professional resume, and an idea about where to look for a job, the retiring Navyman is in an excellent position to negotiate worthwhile and meaningful civilian employment. This is a big step for most people and, until the establishment of the Referral Program in 1969, one that had to be made with little or no assistance.

For details on how to arrange for an appointment with a referral counselor, contact either: Commanding Officer, ATTN: REFERRAL Program, Naval Station, Norfolk, Va. 23511; or Commanding Officer, ATTN: REFERRAL Program, Naval Station, San Diego, Calif. 92136.

### **Education Program in Full Swing During Sacramento's Deployment**

**T**HE VETERANS ADMINISTRATION's newest educational assistance program for military personnel on active duty, Pre-Discharge Education Program (PREP), is in full swing aboard USS *Sacramento* (AOE 1). Since her recent return from a six-month WestPac deployment, the fast combat support ship has become involved in PREP in cooperation with Olympic Community College in her home port of Bremerton, Wash.

During the initial September to December session, classes were conducted on board from 1430 to 1600 Monday through Thursday; tutoring and night school were provided on the Olympic College campus for the 20 students. When *Sacramento* left for operations off the California coast in October, PREP was continued

## Counselors' "Hall of Fame"

his wife the advantages of a Navy career as compared to returning to civilian life. He also discusses the disadvantages of Navy life. More often than not—as the figures indicate—the Navy wins out.

The chief's face brightens visibly when the subject of Navy personnel retention comes up; he feels that more emphasis should be placed on first-term retention and less on recruiting. "Recruits cannot substitute for trained men," he says.

How he got into the career counseling business is a story in itself. A World War II veteran, Chief Sherwood got out of the Navy in 1947 and reenlisted as a seaman in 1960. He was 34 years old, married, had two school age children and, naturally, he wanted to find out as much as possible about Navy benefits.

on board with officers and enlisted men providing instruction. At sea, classes were held daily and wedged into the operating schedule—noon hours, after work, and late in the evening.

A variety of refresher and remedial subjects was offered to PREP participants. English, mathematics and study skills were the most popular courses, and a special "careers" course proved particularly valuable to several students. "Careers" was aimed at helping these men plan their educational and vocational programs upon completion of their service.

Eight of *Sacramento's* students were working toward—and now have received—their high school diplomas through PREP. Having completed the four-month course requirements and passed the tests, these recent graduates were awarded their diplomas by Captain J. G. Denham, *Sacramento's* skipper. Another PREP session is now underway aboard *Sacramento*.

## Guam, Sea Knight Helicopters Engage in Sea Control Ship Test

TEST AND EVALUATION of the new sea control ship concept was commenced in January off the U. S. Atlantic coast with *USS Guam* (LPH 9) and the crews of seven *Sea King* jet choppers from the Lakehurst-based Helicopter Antisubmarine Squadron 15.

Although *Guam* (recently modified as a test platform) was used in the recent exercise, the SCS concept involves developing a new type of ship which will carry both helicopters and vertical takeoff fixed-wing aircraft. The SCS will complement the destroyer escort, and provide broad ocean coverage compatible with reduced force levels. It will be used to protect underway replenishment task groups, military and merchant convoys, amphibious and other task groups which don't include an aircraft carrier.

For the exercise, Helicopter Squadron 15 was joined by elements of Marine Attack Squadron 513 which is equipped with the AV-8 *Harrier*, a vertical takeoff jet fighter/attack aircraft. The tests aboard *Guam* and those to be held in the future, will provide the Navy with information helpful in designing the ship.

Problem was though, no one seemed to know the answers to his questions.

Being the oldest man in the group, the chief soon found that he was besieged by young sailors who were convinced that "the old chief would know the answer." Not knowing where to turn for answers to his own and the other sailors' questions on benefits and opportunities offered by the Navy, he began a one-man campaign to gather the information. He has been either directly or indirectly associated with career counseling ever since.

Chief Sherwood feels that most first-cruise sailors leave the Navy "not because we have ships going on long deployments, but because they are not aware of the many benefits of staying in the Navy." And this is where the skilled career counselor comes in—to point out the advantages, disadvantages and benefits available to the potential career Navyman and his family.

## Medical Record Keeping Easier, Navy Adopts Single File Concept

IN NOVEMBER 1971, the Navy's Bureau of Medicine and Surgery put into effect a Master Medical Record Concept, as contained in Change #69 to the *Manual of the Medical Department, U. S. Navy*. In essence, the new procedure provides that only one permanent health record will be maintained for each Navyman while he is on active duty. This gives local medical officers—or other people responsible for providing care and treatment—immediate access to a man's complete medical history and records.

In the past, both a local record in the field and a BuMed medical record were maintained and certain documents were transferred from a man's medical record to BuMed files when he reenlisted or received his annual or other scheduled physical examination. The Master Medical Record Concept, which is also in use in the Army and Air Force has done away with such fragmentation of health records—and the confusion often experienced by field medical personnel who previously had to distribute health record contents—and has reduced the number of loose paper documents sent to BuMed for file in departmental records.

While BuMed no longer maintains a departmental medical record of active duty Navymen, it does hold health records of members in an inactive Reserve status and those serving on active duty for less than 30 days. When a Navyman is separated from active duty, his complete health record—including dental and outpatient records—is sent to BuMed (Code 334) for review. If the man's military connection is ended or he is permanently retired, his record is then transferred by BuMed to the National Personnel Records Center (NPRC) at St. Louis, Mo., where they are serviced by GSA Personnel. However, if the man is placed on the Temporary Disability Retired List, if he is transferred to the Fleet Reserve, or if he still has a Reserve obligation, the health record received from the field is held in BuMed until his military obligation or status has ended—at which time the record will be sent to NPRC.

## Training Squadron's Wives Council Receives and Passes Straight Word

**W**HEN Z-GRAM 24 ESTABLISHED an Ombudsman through whom Navy wives would have an opportunity to present complaints, viewpoints and suggestions to commanding officers at shore activities, Training Squadron 31 at the Naval Air Station in Corpus Christi, Tex., did its part.

The squadron's plan was implemented March 1971. Over the months it has proved to be a most effective way of communicating with wives of squadron personnel. Every month the commanding officer meets with the Wives Council.

The council includes: a permanently assigned officer's wife, an officer student's wife, a chief petty officer's wife, a 2nd class petty officer's wife, a 3rd class petty officer's wife and a nonrated man's wife.

To the meetings, they bring questions, complaints and suggestions, both of their own, as well as the women they represent. Many of their questions concern their dealings with the various dependents' clinics at the Naval Hospital, the station nursery and the commissary. More often than not, these questions can be answered easily by merely knowing to whom to refer questions; the commanding officer knows the offices which handle particular problems.

In addition to the Wives Council, VT-31 does other things to keep wives informed about the Navy and the unit. High on the priority list in this effort are tours for wives which are scheduled every other month. These are conducted for the wives of all squadron personnel and cover not only the command itself but also some of the facilities on the station.

Approximately every three months a coffee for all wives is held; this gives them the opportunity to get to know their council representatives and also—if they desire—they can talk directly with the commanding officer, who is always present.

The program has been quite helpful in establishing communications with the wives and it helps them solve problems. It's difficult to be sure whether or not keeping wives informed and trying to make Navy life more pleasant for them will help retention, but it's worth the time and effort required.

## Exchange Billets Being Expanded To Include 14 Free-World Navies

**T**HE NUMBER OF COUNTRIES participating and billets available for officers and enlisted men are being expanded under the Personnel Exchange Program (PEP) with foreign navies. Countries now included in the program are Australia, Belgium, Brazil, Canada, Denmark, West Germany, Greece, France, Italy, Japan, Mexico, The Netherlands, New Zealand, and the United Kingdom; additional free-world navies are currently under consideration.

As detailed in Z-gram 100, PEP is designed to provide challenging foreign shore duty for junior officers and enlisted people and to promote better understanding between the United States and its allies through

such personal contact. PEP billets are determined by the size of the foreign navies, the countries' individual needs, and the current personnel distribution situation. A forthcoming NavOp will contain details concerning PEP eligibility criteria and application procedures for volunteering.

## Sea Trials of Surface Effects Ships— Beginning a New Era of Seapower

**T**WO NAVY surface effects ships (SES) have been scheduled for sea trials early this year. If expectations are fulfilled, they will skim the waves at close to 150 miles per hour atop a captured air bubble.

The concept of airborne ships at sea is not new. Hovercraft and air cushion ships have seen limited commercial use and every maritime power in the world has been experimenting with them. The first two Navy test models are only 100-tonners but researchers envision air cushion ships as big as aircraft carriers which can reach a cruising speed of 92 miles per hour in two minutes. From there, they will build to a top speed of 143 miles per hour.

The development of a new idea in ships is particularly important at this time because water-cleaving ships seem to have reached their practical limit so far as speed is concerned. Many have compared the advent of the surface effects ship to other important transitions such as sail to steam and oil to nuclear power.

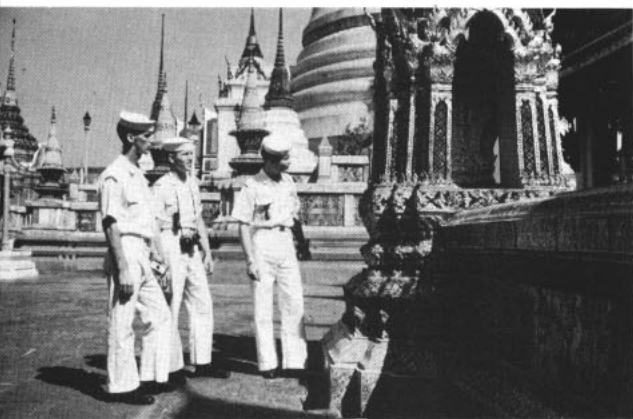
The advantages of surface effects ships are obvious. They could outrun a nuclear submarine and its torpedoes and would even be difficult targets for guided missiles. Because of their speed, they could operate with relative independence and quickly rendezvous for an attack on an enemy.

**T**HE NAVY ENVISIONS using surface effects ships as:

- Long-range surface-to-surface missile platforms.
- Anti-air warfare missile platforms used in an escort role.
- Amphibious warfare ships.
- Aircraft carriers for helicopters, vertical takeoff and perhaps even conventional aircraft. These could be used in antisubmarine warfare, early warning, strike, and amphibious assault roles.
- Logistics ships. The speed of the SES would make them valuable as logistics handlers because they could make the round trip between New York and Northern Europe in about three days rather than the 10 and a half days now required by the fastest merchant ships afloat.

Rear Admiral W. H. Livingston, Director of the Navy's Tactical Air, Surface and Electronic Warfare Development Division, predicts the United States will have a 10,000-ton surface effects ship in operation early in the next decade. Other naval authorities say that, if all goes well, much of the merchant fleet as well as the Navy's surface warships, as they now exist, could almost be classed as museum pieces by the midpoint of the next decade.





### Special Permission No Longer Needed For Travel to Most Foreign Countries

**N**AVYMEN, with greater frequency and variety, are traveling to more countries. Now, these men will no longer be required to seek special permission from the Chief of Naval Personnel before traveling to most countries. The policy change is the result of a need to reduce paperwork at the local command level and improve morale.

Commanding officers, unless otherwise prohibited, may authorize leave to any foreign country or countries not requiring special permission from higher authority. However, all countries to be visited must be listed on a man's leave authorization. Navymen traveling through North Atlantic Treaty Organization nations must also have in their possession Armed Forces Leave Orders (NAVEURGEN 1320/2).

Persons wishing to travel to countries that require special permission from Washington should submit their request to the Chief of Naval Personnel in accordance with BuPers Manual, Article 3020420. They should allow a minimum of three weeks for processing and enough time to allow reply by letter. Message replies will be made only in extreme emergencies.

Areas listed in BuPersInst 1050.11A as requiring special permission are: Albania; Algeria; Berlin (East and West); Bulgaria; Cambodia; Chile; Chinese Peoples' Republic; Congo Brazzaville; and Cuba.

Also: Cyprus; Czechoslovakia; East Germany; Equatorial Guinea; Hungary; Iraq; Israel; Jordan; Laos; Lebanon; Libya; Macao; Manchuria; Matsu Island; Mauritania; North Korea; North Vietnam; Outer Mongolia; Poland; and Portuguese Guinea.

And: Quemoy Island; Rhodesia; Rumania; Somali; South Africa; Republic of Vietnam; South West Africa; South Yemen; Soviet Union; Sudan; Syrian Arab Republic; Tanzania; United Arab Republic (Egypt); and Yemen.

For many of these countries no leave will be approved. Others require special background information or permission from military forces in the area. The request to visit the Soviet Union must contain a positive statement that travel will be with other U. S. Government employees or U. S. citizens the entire length of time in the country.

### Mobile Optical Van Brings Service To Navy People in Tidewater Area

**"S**ERVICE TO THE FLEET"—a common phrase at the Naval Regional Medical Center (NRMC) in Portsmouth, Va.—will soon assume a new dimension with the introduction of a mobile optical van that will serve people, primarily members of the operating forces, in the Tidewater area.

The van, originally a 70mm X-ray unit no longer required for that purpose, has been converted—at minimum cost by using available equipment—into a screening room and 20-foot "eye lane." It will be manned on a rotating basis by NRMC optometrists who will provide eye refraction service and basic visual analysis after a hospital corpsman does initial screening. The van contains most of the equipment of a typical optometric facility, including a Titmus vision tester for screening, an eye chair and stand, a phoropter, a projector and screen, a lensometer, and hand instruments.

Present plans call for the van to be available near a ship when a certain number of its crew require eye examinations. It will be prepositioned the previous day and will begin receiving patients early in the morning. Although the unit will primarily benefit active duty Navymen, it will also be used for dependents at more remote dispensaries which do not have an assigned optometrist. The mobile optical van is the latest of several innovations made possible by regionalization of health care delivery, in which service is taken to the patient.

### Career Motivation Aboard Oiler Is Termed 'Extremely Successful'

**C**AREER COUNSELORS aboard USS *Ponchatoula* (AO 148) report the current career motivation program to be "extremely successful." Electrician's Mate 1st Class Lamar Cook, the command career counselor, has divided the ship into sections to facilitate counseling for all of the crew. Counselors for the different sections receive lectures and training periodically as well as give lectures and counsel other individuals themselves.

Aiding in the program is Senior Chief Commissaryman Jack McBayer, the Senior Enlisted Advisor, who meets each time the divisional career counselors have lecture periods and relays suggestions and comments to the command. "Although the ship does not rate a full-time career counselor, it has been discovered that a well organized group of divisional counselors can have an effective program with a little extra effort," Cook said.

Other counselors are Boatswain's Mates 1st Class James Riley, 1st Division, and Earl Ferguson, 2nd Division; Chief Storekeeper Rodolfo Santos, Supply; Fire Control Technician 2nd Class Charles Renfro, Fox; Machinist's Mate 1st Class Leonard Rounds, B & M; Electronics Technician 1st Class Springer, OC & OI; Chief Personnelman Robert Nipper, X Division; and Cook, A, E, R and K Divisions.

## help wanted

**H**ELP WANTED: Male senior petty officers, qualified in small craft handling and leadership, and with good judgment, for immediate openings aboard the Navy's newest and most modern amphibious craft. Apply in person when ready for responsibility and challenge.

Do you qualify? Is life in command of a ship in the United States Navy your bag? Well, the opportunity exists for motivated petty officers to step out by taking command of a vessel worth over a million dollars.

Your responsibilities will range from landing troops on hostile beaches in foreign lands to opening your craft for the Boy Scouts of San Diego or the children of a Philippine village. You might be evacuating American civilians from strife-torn countries around the world. Whatever the job, you can be sure that you are performing an important function, even if it is only to show the flag around the Pacific in the drama of sea power.

With twin screws and rudders, your vessel—a 140-foot landing craft utility (LCU)—is one of the most highly versatile and maneuverable craft in the naval service today. The brand-new LCUs of Assault Craft Unit One arrive from construction yards in the East and Midwest almost monthly. The average age of all craft is only six years. The LCU can cruise more than 1000 miles at speeds up to 12.5 knots, can turn practically in its own wake, "walk" into tight pier berths, maneuver in surf, rivers, and the open ocean, and the craft responds to your command—when you are ready and qualified.

Orders to Assault Craft Unit One at the Naval Amphibious Base, Coronado, are the first step toward qualification. Second, the confidence of your new commanding officer—Commander G. E. Moyers—is a must. Third, your apprenticeship aboard the craft.

**Y**OUR 12-MAN CREW will all be professionals like you.

You will have a navigator (QM), first lieutenant (BM), gunnery officer (GMG), galley cook (CS), communicator (RM), chief engineer (EN) and an electrician (EM). You are the commanding officer, officer of the deck, conning officer, and executive officer all in one. Your craft is your home and your job is as big as you can handle. You are truly on your own when it comes to carrying out your assigned missions. Your credentials and reputation are in your own hands during operations with no reward greater in the Navy than knowing it was a job well done, a mission completed by skill and teamwork.

Are you ready for such a large responsibility? Then here is your opportunity in a new and modern Navy. The master of a landing craft utility is, in a sense, master of his own potential, answering to the call to tame challenge, accept responsibility, and to take an active role in the shaping of his own potential and that of his men.

Opportunities exist for qualified and motivated men at Assault Craft Unit One to skipper the LCU and to master the challenge. Who knows, you could be the man for the job!

## New Public Law Passage Increases Payments of Dependents Compensation

**D**EPENDENCY and Indemnity Compensation (DIC) payments were increased as of 1 Jan 72 as a result of recent legislation (Public Law 92-197). DIC payments are made to dependents of servicemen—active duty, veteran or retired—who die of illness, injury or disease resulting from or aggravated by military service. (For a full discussion of DIC payments and a table of the previous rates, see ALL HANDS Rights and Benefits Issue, Dec 71-Jan 72). The new rates for DIC payments are as follows:

Pay Grade	Monthly Rate	Pay Grade	Monthly Rate
E-1	\$184	W-4	262
E-2	189	O-1	232
E-3	195	O-2	240
E-4	206	O-3	257
E-5	212	O-4	272
E-6	217	O-5	299
E-7	227	O-6	337
E-8	240	O-7	365
E-9	251*	O-8	399
W-1	232	O-9	429
W-2	241	O-10	469**
W-3	249		

\* If the member served as Sergeant Major of the Army, Master Chief Petty Officer of the Navy, Chief Master Sergeant of the Air Force, or Sergeant Major of the Marine Corps at the applicable time designated by section 402 of this title, the widow's rate shall be \$270.

\*\* If the member served as Chairman of the Joint Chiefs of Staff, Chief of Staff of the Army, Chief of Naval Operations, Chief of Staff of the Air Force, or Commandant of the Marine Corps at the applicable time designated by section 402 of this title, the widow's rate shall be \$503.

If a widow has one or more children below age 18, the monthly DIC payments are increased by \$22 for each child. Whenever there is no widow of a deceased member, DIC payments are made in equal shares to the children at the following monthly rates:

- One child—\$92.
- Two children—\$133.
- Three children—\$172.
- More than three children—\$172, plus \$34 for each child in excess of three.

### Headed Overseas?

Immunization against cholera is now required for all Navymen and their dependents if they reside in or travel to the following areas: All of Africa, Asia and their adjacent islands; and all of Europe EXCEPT Great Britain, the Benelux nations, Germany, Denmark, Sweden, Norway, Finland and Poland.

There is no implication that cholera is present in all of these areas. Immunization is a precaution to protect travelers in the event of an unexpected outbreak of the disease.

# ten years of goodwill project handclasp

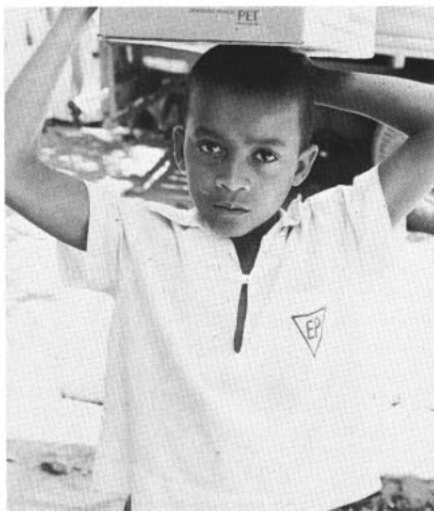
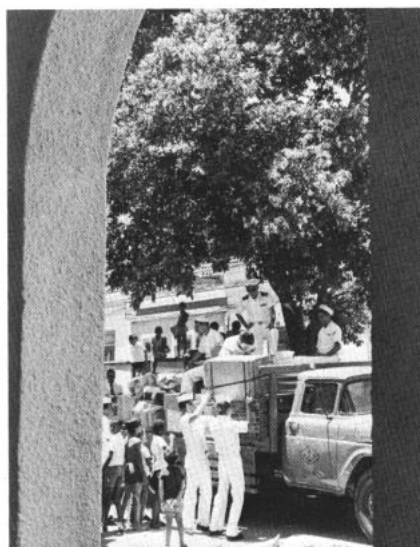
**W**ITH THE DELIVERY of a 16,000-pound mobile clinic to Haiti recently, the Navy's Project Handclasp completed its 10th year of operation from its East Coast headquarters in Norfolk.

Handclasp is an overseas people-to-people program operating under the Atlantic and Pacific Fleets. In 1971, Handclasp's East Coast operations, directed by Lieutenant Commander Ray Sinwell, shipped goodwill items valued at more than \$1.8-million overseas.

The items, donated by American businesses, were carried aboard Navy ships as space available cargo and delivered to the needy in countries throughout the world, with the largest shipments going to Asia, the Caribbean, and Central and South America. Other efforts Handclasp participated in last year included shipping a printing press and bookbinding machine to Europe; transporting war relief donations from the East Coast to the Republic of Vietnam; and supplying breakfast foods to Haiti and Puerto Rico.

The bus was transported to Haiti aboard *uss Spartanburg County* (LST 1192), commanded by Lieutenant Commander P. R. Royse, Jr. The bus, which serves as a mobile clinic, contains 9000 pounds of dental equipment, including an operating table, X-ray machine, and generator.

Another important area of operation for Project Handclasp last year was in South America in connection with the *Unitas XII* naval task force. Navymen from the American contingent visited hospitals, orphanages, schools and nursing homes to distribute personally candies, basketballs, books and other Handclasp items. Also in 1971, more than 250,000 pounds of goods were delivered by *uss Mount Hood* (AE 29) to San Diego where RVN-bound ships carried the cargo to Vietnam. Items were also shipped to the Mediterranean area, Northern Europe, Africa and the Azores last year.



- U. S. sailors unload Project Handclasp materials during the *Unitas XII* task force visit to Rio de Janeiro.
- Sailors unload large boxes of pots and pans for *Escola dos Estados Unidos* during the *Unitas* project.
- A youngster from the boys' school helps unload supplies which included boxes of chocolate, ballpoint pens, drawing paper, 200 cardboard sheets and three rolls of contact paper.
- Supplies for a manufacturing company employing blind workers.





# ON THE SCIENTIFIC FRONT

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## **New Jet With Greater Speed, Range Will Assume Anti Sub Warfare Role**

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**T**HE 3-A, a new jet-powered plane, made its appearance recently and will be introduced to the Fleet early in 1974. It replaces the propeller-driven S-2 and will provide antisubmarine warfare forces more than twice the speed and range of its predecessor.

The new plane will use digital computers which its designers expect will increase the four-man crew's efficiency by analyzing information before presenting it for interpretation. The S-3A is said to be capable of speeds greater than 400 knots and to have a range of more than 2000 nautical miles. Its turbofan engines are designed to consume fuel at a lower rate than conventional jet engines having comparable power.

The S-3A contains an avionics system designed to cope with submarine threats throughout this decade and is configured to carry considerable ordnance including homing torpedoes, mines, depth charges, rockets and missiles. It will complement the land-based P-3C in ASW operations.

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## **Hueneme Lab Designs Underwater Viewports For Use in Ocean Simulation Facility**

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**A**CRYLIC PLASTIC VIEWPORTS that withstood extremely high test pressures have been designed by the Naval Civil Engineering Laboratory (NCEL) at Port Hueneme, Calif. They will be used in the Navy's Ocean Simulation Facility being built by the Naval Facilities Engineering Command (NAVFAC) for man-

machine testing programs at the Naval Ship Research and Development Laboratory (NSRDL), Panama City, Fla.

Eighty viewports, in two sizes, have been fabricated for delivery to NSRDL. One size is six inches in diameter and two and one-half inches thick, and the other is four inches in diameter and one and one-half inches thick.

The viewports are designed for sustained use at a pressure equivalent to an ocean depth of approximately 2000 feet.

Test pressures equivalent to depths of about seven U. S. statute miles were exerted before these viewports failed. A unique system has been designed which gives these viewports the ability to resist both vacuum and pressure, as well as temperatures up to 100° Fahrenheit.

The Ocean Simulation Facility, including the viewports, will be materially certified by NAVFAC.

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## **Divers Use Sea Lions to Locate Test Devices at 500-Foot Depths**

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**N**AVY DIVERS at San Diego are using sea lions to help locate and salvage Navy test devices submerged at depths of 500 feet. The system is simple. The sea lions and their handlers travel in a rubber boat until they are over the salvage object which has been located by sonar.

The sea lions then enter the water, listen for the sonar ping and press a rubber disc when they hear it. The animals are then given a grabber which will circle and grasp the salvage article much like a pair of tongs. A nylon cord is attached to both the grabber and the boat. When the sea lion presses the grabber against the salvage object, thereby locking on to it, the men in the boat can haul the salvaged object to the surface.

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## **Dolphin Being Trained to Fight Shark Could Aid Navymen Working Under Sea**

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**S**CIENTISTS working under contract to the Office of Naval Research believe that dolphins and porpoises can be trained to drive off a shark upon signal, thereby possibly furnishing protection for swimmers, divers, salvagers and other Navymen who work in the sea.

In Sarasota, Fla., researchers spent several weeks training Simo, a 450-pound bluenose dolphin, to move aggressively toward a shark when ordered to do so. Simo would respond to the signal from an underwater beacon, then charge a seven-foot brown shark which entered Simo's pool from an adjacent channel. The

dolphin would continue to harass the shark until it swam away

Porpoises and dolphins have exhibited considerable intelligence and adaptability when taught to be man's allies under the sea. In the past, they have learned to carry tools and messages, turn valves and locate missing equipment and divers.

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### **Navy's New 'Tomcat' Aircraft Arrives At Point Mugu for Tests, Evaluation**

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**T**HE NAVY'S new F-14 "Tomcat"—a two-engine, twin-tail, swing-wing fighter operated by a pilot and NFO—has made its debut in the naval aviation community.

The Mach 2 plus fighter aircraft made stopovers at NAS Meridian and NAS Miramar on a ferry flight from the manufacturer's facility in Calverton, Long Island, to Naval Air Station, Point Mugu, California. The sleek F-14 was the first of five such aircraft slated for testing and evaluation at Point Mugu.

The aircraft is the first to incorporate maintainability and ease of repair in its design. A vast majority of maintenance tasks can be performed from ground level. In addition, a few men can easily remove and replace an engine in less than three hours.

The flexible weapons system permits the F-14 to employ the *Phoenix*, *Sparrow* and *Sidewinder* air-to-air missiles along with its internally mounted 20mm cannon. The F-14 also possesses an impressive air-to-ground capability.

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### **Engineer Resorts to Clips and Wire To Prevent Overcharging of Batteries**

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**T**WO CLIPS and a piece of wire have solved a serious torpedo battery problem and saved the Navy about \$100,000 a year, according to Newport's Naval Underwater Systems Center.

Grenville B. Ellis, an NUSC engineer (and a graduate of Norwich University who has done graduate work at MIT and Carnegie Tech) solved the problem of how to keep a torpedo battery from overcharging—a process which frequently damaged and sometimes ruined the expensive battery.

Normally, battery cells are discharged after each use and, while being recharged, some come back to full charge faster than others. When a cell is fully charged, a battery technician usually stopped the charge by disconnecting, by hand, the cables attached to the cell. The process was time-consuming and far from foolproof.

The change initiated by NUSC used only two

small spring clips and a piece of wire having a total value of about 20 cents. These were used as resistors to bypass the electrical current around cells which became fully charged ahead of others.

The wire and clips, NUSC estimates, save about 12 hours of manpower which otherwise would be used cleaning, removing cells, keeping the battery dry and doing other chores. Also, with less to watch, fewer technicians are required to prepare torpedo propulsion batteries for full operational performance. By preventing zinc electrode degradation, the use of clips and wire also prolongs battery life and enhances replacement savings.

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### **Ship of Future Combines High Speed With Improved Seaworthiness Design**

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**T**HE NAVY is testing the model of a high-speed ship of the future that may ride 20-foot waves with practically no pitch, roll or yaw. The ship's crew would live in a rectangular superstructure above two torpedo-like hulls which would contain sonar equipment, the engines and fuel. The crew would move between the superstructure and the hulls through vertical struts.

The ship is a new type of twin-hulled, semisubmerged concept. From an engineering viewpoint, sizes could range anywhere from 100 to 15,000 tons and the vessels could be capable of traveling up to 45 knots.

The major advantages of the design are improved seaworthiness, more deck area and crew space, less drag at high speeds and more adaptable sonar systems. It is expected to use lightweight gas turbine engines which would make it possible to increase operating speeds, and to better isolate noises that attract enemy submarines.

Design for a 190-ton version of the ship has been completed at the Pearl Harbor Naval Shipyard. This version will act both as a large model for testing the ship's design and as a work platform for carrying out Navy oceanic research projects.

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### **Newly Developed Agent Insulates, While Protecting Electrical Gear**

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**A**N AGENT which provides "first aid" for wet electrical equipment has been developed by the Naval Research Laboratory. According to the Lab's Chemistry Division, the new material usually displaces moisture from insulator surfaces more than twice as fast as other water-displacing agents. The material leaves a water-repellent film on the treated equipment which not only prevents electrical leakage but also

# ON THE SCIENTIFIC FRONT

protects metal parts against corrosion.

Most electrical and electronic equipment manufactured today, of course, uses materials which resist environmental conditions. The compactness and complexity of the equipment, however, make it susceptible to insulation failure and also make it more difficult to repair. Use of the NRL-developed surface treatment is expected to reduce these difficulties.

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## Test Will Help Gather Data On Continuous Echo-Ranging

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**A**t the Naval Submarine Medical Research Laboratory in New London, Conn., 10 subjects have volunteered to take part in a 30-day project, 25 days of which will be spent in a continuous echo-ranging atmosphere. During this period the five civilians and five Navy petty officers will be given psychological and physiological tests in an attempt to uncover any changes.

Scientists are now viewing noise pollution as a detriment to work situations or possibly as causing behavioral or biomedical changes in man. The echo-ranging sound produced by submarines is a return portion of the energy that is transmitted into the water. It will be heard as a loud, whistle-like noise inside the sub.

The volunteers will live with this penetrating sound while eating, while sleeping and while working, in a simulated submarine environment created by scientists to examine the effects of sustained noise level. The results of this project will point out acceptable noise levels for humans and will give reliable background data on any changes occurring in the men so exposed.

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## Automated Carrier Landing System— Safe Arrests Under Any Conditions

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**A**JET PILOT plunging at more than 170 miles an hour toward an area half the size of a football field has little margin for error. That factor alone was enough to make the Black Lions (VF 213) deployed in Southeast Asia aboard USS *Kitty Hawk* (CVA 63) glad their ship adopted the Automated Carrier Landing System (ACLS).

The system removed many of the variables involved in carrier aviation. It used a sophisticated shipboard precision radar linked to the autopilot and power con-

trol systems of the squadron's supersonic *Phantom II* jets.

The radar beam carried precise aircraft heading and altitude commands which were deciphered inside the airplane and routed to the various control surfaces. The F-4 is directed to the precise spot on the carrier's flight deck where its tailhook engages the number three cross-deck pendant, bringing the plane and crew to an abrupt halt within 60 feet.

The ACLS was unproved operationally prior to its deployment with the Black Lions in November 1970. Some skeptics doubted that any mechanical system could repeatedly land aircraft aboard a carrier—especially on a pitching and rolling flight deck.

The fighter crews of VF 213, however, demonstrated that the ACL system was capable of safely arresting their *Phantoms* aboard *Kitty Hawk* under any conditions.

—LT M. V. Riggio, USN.

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## Navy Lab Studies Food Chain Process In Effort to Stem Mercury Pollution

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**M**ERCURY, which enters the food chain through concentration in our seafood, has long been a concern of ecologists. The Naval Research Laboratory, however, has emphasized another mercury hazard which generally has been overlooked: the metal enters the food chain at its basic element—algae, the grass of the sea, upon which sea animals not only feed but depend for oxygen.

Naval laboratory researchers have, for the past several years, conducted experiments which determined the effects of metals and organic pollutants on the growth rates of various algae. They concluded that mercury was more toxic than other metals such as copper, lead and cadmium. It was even more toxic than DDT.

During the tests, algae were allowed three days to recover from the effects of the pollutant and, in some cases, recovery did take place after an initial slackening of growth. In cultures inhibited by mercury, however, the algae were less able to recover than those exposed to other pollutants. High concentrations of nutrients gave the cells a greater resistance to the toxicants' effects but the presence of nutrients in the experiments was greater than is found in nature.

Considerable publicity has been given recently to the concentration of mercury in large fish. The findings of the Naval Research Laboratory indicate this concentration begins when small fish eat algae. The concentration increases as the small fish are eaten by bigger fish until a very large fish, such as a tuna, inherits the accumulated mercury which has been



passed along the food chain. Man, of course, eats the big fish.

The Naval Research Laboratory maintains that, if algae growth rates were to decline as a result of man polluting the waters, the ecological consequences would be massive. If the pollutant concentration is sufficiently high to kill algae, the food chain is severed.

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### **First Night Vertical Replenishment Chalked Up by Carrier Enterprise**

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**U**SS ENTERPRISE (CVAN 65) chalked up what is believed to be an unusual accomplishment last year when she was resupplied, not only at night, but by a complete vertical replenishment operation as well.

Performing the operation were USS *Sacramento* (AOE 1), USS *Niagara Falls* (AKS 3), and embarked HC-3 helicopter detachments 102 and 103. The two supply ships used four helos simultaneously to resupply *Enterprise* with ordnance and a variety of other supplies. A total of 475 pallets were delivered in the two-and-one-half-hour operation. While the helos were at work, *Sacramento* came alongside the carrier and transferred 718,000 gallons of fuel using normal underway replenishment techniques.

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### **Using Jumper Cables to Aid Battery Could Prove Dangerous—Unless . . .**

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**H**OW MANY TIMES have you found your automobile battery failed to start and you asked a friend or stopped a passing motorist to "jump" start that battery? At one time or another, every motorist finds himself in this predicament, but we wonder how many realize the potential dangers involved in this relatively simple procedure.

A recent shopping expedition for a Navy Department employee could have ended in disaster for him and the "good Samaritan" who stopped to help him. The employee returned to the parking lot to find he had a dead battery in his vehicle. A passing motorist graciously offered help by providing a boost with a pair of battery jump cables. When the cables were connected, the battery in the assisting motorist's car blew up in his face.

A man from a nearby auto rushed to assist the injured man by pouring beer—from his grocery shopping and the only available clean liquid—into his eyes and over his face to wash away the battery acid. Undoubtedly this quick first aid saved the man from severe burns and temporary or even permanent blindness. Later, under the care of a physician, two

stitches were required to close a puncture near the man's right eye caused by a piece of flying battery casing.

By observing a simple safety rule, this near tragedy could have been avoided.

*Always remove the caps from both batteries* when using jumper cables. Hydrogen gas (within the battery cells) expands rapidly during a charge and will cause a battery explosion unless properly ventilated. Caps are made with a small ventilating hole in the center which may become plugged with grit. For this reason many batteries are now made with pop-in/pop-out caps rather than the screw-in type. With this safety feature, the cap will blow out instead of the battery.

Also, remember that if a person's face has been sprayed with battery acid, it must be washed immediately with clean, cool running water. If a water faucet is available, the water should be allowed to flow directly into the eyes if possible and over the face or other exposed areas of the skin.

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### **New Approach in Cockpit Design Emphasizes Concern for Human Occupants**

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**A** RECENT joint Army, Navy, Air Force and Coast Guard study under the management of the Office of Naval Research has demonstrated a new approach in cockpit design in which the requirements of the human occupants are considered first. The object of the study is to meet the SAR cockpit control and display requirements of all four services. Heretofore, SAR choppers have generally been adaptations of aircraft designed for other missions, with the result that their instrumentation, configuration and controls haven't been most favorable for rescue missions.

Investigators making the study assumed that the new cockpit configuration is for an advanced helicopter specifically designed for SAR missions. The requirements call for flight range at sea level for a distance of 300 nautical miles. In addition to a four-man crew, the chopper should be able to carry two rescued persons and the craft's instrumentation should give it all-weather capability.

These specifications would encompass the requirements of the four services in the program. The Navy and Coast Guard, for example, need long-range search and rescue capability in flights which could last as long as 6.3 hours. The other services are called upon for land-rescue operations which might be performed at dusk over jungle terrain or at night in the mountains. Flights might be made for as long as 3.5 hours and be subjected to enemy action.

Each of the sponsoring agencies is making use of the study to define specific cockpit requirements for its own SAR aircraft based on general design principles established by the study.

# letters to the editor

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, PERS-31, Bureau of Naval Personnel, Navy Dept., Washington, D. C. 20370.

## College Grad Enlisted

SIR: I am a college graduate and an enlisted man in the regular Navy. I am in for a four-year enlistment and am currently going to "A" school at NATTC Memphis. The problem is that I believe that I could be doing more for the Navy, but I do not know of any programs through which I can reach a position where my college education could be useful.

I recently applied to OCS, but am still waiting for the result. I know there must be some program through which I can advance to some useful position requiring my college education.—E. T. M.

●There are now about 10,000 enlisted college graduates on active duty. Contrasting with this, there are only about 240 enlisted billets that literally require a college graduate. These mainly require accounting-related and scientific backgrounds

Every college graduate's qualifications are screened as he comes on active duty for possible placement in one of the billets mentioned above. If his specialty is not required, he then is processed for school or duty assignment along with all other recruits.

Keep in mind that there are many enlisted ratings which are allied to a particular field, and also there are various opportunities open to college graduates who meet the requirements for a commission. The recent Rights and Benefits issue of ALL HANDS describes these opportunities.—Ed.

## Five-Star Rank

SIR: In NavPers 16138-F, Naval Orientation, it states that on 11 Dec 1944 Congress authorized the establishment of the grades of Fleet Admiral and General of the Army. Two friends of mine are under the impression that General Pershing was the first to bear this title and wear five stars. Would you please clarify this?—TMC J.H.M.

●On 6 Oct 1917, John J. Pershing was advanced to the grade of general, in which grade he served until 3 Sep 1919; he wore four stars. General

Pershing was made General of the Armies of the United States by Public Law 45, approved 3 Sep 1919, and chose to continue to wear four stars.

No other officer has held this title.

The five-star rank was created on 14 Dec 1944 and four Army general officers and three Navy admirals were promoted to five stars. They were: Generals George C. Marshall, Douglas MacArthur, Henry H. Arnold and Dwight D. Eisenhower; and Admirals William D. Leahy, Ernest J. King, and Chester W. Nimitz. Admiral William F. Halsey received his fifth star at the end of World War II. General of the Army Omar N. Bradley received his fifth star on 20 Sep 1950 and is the only living general officer with this rank.—Ed.

## White Trouser Crease

SIR: Are the Type B White Trousers supposed to be pressed inboard/outboard or fore/aft? A gunner's mate says fore/aft, and I say inboard/outboard. Who is right?—YN1 D. W. B.

●The proposed Type B white trousers would have been pressed inboard/outboard, but none has ever been made. However, the Chief of Naval Operations recently approved deletion of this item from Uniform Regulations in favor of officer/CPO style white trousers when present stocks of white bell-bottom trousers are depleted. Until attrition of current stocks permits, the only white trousers authorized for enlisted men below chief petty officer are the current enlisted side-creased white trousers.—Ed.

## Credits for College

SIR: I am a former Navy corpsman who will be entering college as a pre-med student. Can I receive any college credits for graduating from Navy hospital corpsman school and the three and one-half years I served in Navy hospitals?—E.C.A.

●Advanced academic credit toward the fulfillment of diploma or degree requirements may be granted only by civilian educational institutions. Each educational institution determines in-

dividual policies concerning the amount of credit, if any, it will grant and any decision to grant credit is not binding on any other institution. For information concerning advance credit for your Navy training and experience, you should contact the director of admissions at the school you wish to attend.—ED.

### Constructive Time

SIR: Is there a minimum amount of constructive time a Navyman must have accumulated by time of retirement in order to be eligible for transfer to the Fleet Reserve?—FTG1 A. N. G., USN.

• There is no minimum on the amount of constructive service a member may accumulate for transfer to the Fleet Reserve on retirement. Transfer to the Fleet Reserve can be authorized upon completion of 20 years' (19 and 6) active service including constructive service, provided requirements of BuPers Manual 3855180 are met.—ED.

### What Was Biggest Gun?

SIR: What was the biggest gun on a Navy ship and what was the ship's name? I believe it was an 18-incher that is now on display at Bethesda, Md. Others think it was a 24-inch gun on board USS Bonneville during World War II and that this gun was later welded to the keel of a hospital ship for ballast.—PN2 W. E. S., USNR R(TAR).

• The largest caliber guns ever mounted in a navy ship were the 18.1-inch guns used aboard the Japanese battleships Yamato and Musashi during World War II. These ships carried nine guns apiece in three triple turrets. Britain manufactured 18-inch guns during World War I and mounted two of them in single turrets on the light cruiser Furious—a large, fast "tinclad." Furious was completed with her two 18-inchers, but before commissioning the forward turret was removed and a rudimentary flight deck added.

Furious' crew was apprehensive the first time she fired her big gun, as the

ship was unusually light for her size and the gun extremely powerful. The ship survived when the gun was fired, but besides the usual shattered crockery and glassware, the shock produced a blizzard of sheared rivet heads below decks. The remaining gun was removed soon afterward. Furious was then given a full-length flight deck; she remained in service as a CV through World War II.

Two British monitors (small, shallow-draft ships with BB-weight guns for shore bombardment) got one each of these 18-inch guns in 1918. The gun was mounted aft, permanently trained to starboard beam. Due to lack of space, the gun's projectiles were stowed on the weather deck in their wooden crates. Another 18-inch gun was to have been mounted on a third monitor, but this was never completed.

Britain's 18-inch Mark I gun weighed 144-plus tons, without the breech mechanism. It was 60 feet long, took a 630-pound charge of smokeless powder and fired a 3320-pound shell at a muzzle velocity of 2275 feet per second. Many published sources say that these guns were shipped to Singapore after World War I, but this is incorrect. After ordnance tests in England, they were scrapped.

The U. S. Navy built a couple of 18-inch/48-caliber guns, apparently after World War I. Designated the Mark 1, Mod O, they were 73 feet eight inches long, weighed over 199 tons (with breech mechanism), and were designed to fire a 2900-pound shell at an initial velocity of 2700 feet per second. The postwar Washington Treaty limited battleship guns to 16 inches, leaving the 18-inchers out in the cold. At a later date, these guns were relined and rechambered to take 16-inch ammunition and redesignated the 16-inch / 56-caliber Mark 4, Mod O gun. This type was one of several considered for the battleship North Carolina (BB 55) class in the 1930s. BuOrd, however, found that the diameter of the guns' slide surface was too large to fit any standard 16-inch slide, and one was evidently cut up for scrap.

The other 18-inch gun is on display today—not at Bethesda, but rather at the Naval Weapons Laboratory, Dahlgren, Va. This gun was manufactured by the Naval Gun Factory, Washington, D. C., some time before 1922.

Originally designed as an 18-inch Mark 1, Mod O, the gun was lined down in 1926 to a 16-inch Mark 4, Mod O, to comply with the 1922 disarmament treaty.

This gun was fired at Dahlgren for several years as a 16-incher. Then in the early part of 1941 it was returned to the Gun Factory, the liner removed, and it was then converted to its present state—an 18-inch Mark A, Mod O, No. 1-L—before it was returned to NWL.

The Naval Weapons Lab also has, to the best of our knowledge, the only 24-inch gun in existence. It is one of the largest known operable guns of its type.

This gun is a sawed-off and otherwise altered barrel of a standard 16-inch gun that had been damaged in World War II aboard USS South Dakota (BB 57). (Incidentally, there never was a USS Bonneville.) The 24-inch barrel was mounted on a standard 16-inch gun slide Mark 1, Mod O, and Mark 2, Mod O girder. The barrel is smooth-bore, made from a 16-inch/45 gun barrel by removing its liner, reducing its length, and boring out the inside to a diameter of 24 inches.

This gun is used for firing modified bombs, guided missile warheads and projectiles weighing up to 5000 pounds at high velocities against targets. A tremendous saving was realized on the Atlas program when NWL was testing nose cone fuses. It was originally planned for tests to be conducted with a series of rocket sled runs, but by using the 24-incher and reversing the procedure, the targets were fired at fused nose cones. Since then, tests have been conducted using other ICBM nose cones, and an additional 24-inch barrel has been acquired.

Finally, there have been rumors over the years that one of the U. S. Navy's 18-inch guns had been used as ballast in a hospital ship; Haven (AH 12) and the old Relief (AH 1) are often mentioned. But nothing has ever turned up to substantiate the story, so the "dreadnought hospital ship" seems to belong in the category of famous sea stories.—ED.



## letters

### PB2Y-3 Propellers

SIR: On Page 4 of your October issue there was a photograph of a PB-2Y3 that seems rather unusual—one of the engines has a four-bladed propeller, and the other prop has only three blades. As an ex-ADR, I should think that the flight engineer would have to remember which engine had which prop so he could adjust the power settings accordingly. Was this particular aircraft the subject of a test, and if so, could you tell me what the test sought to prove?—ADJ1 D. E. C.

• The propeller configuration on the PB-2Y3 (ALL HANDS, Oct. 71, P. 4) was the compromise solution to a combination of engineering and production problems that were encountered with the aircraft. The original XPB-2Y1 hull was designed for takeoff up to 53,000 pounds. By the time the PB-2Y3 configuration was developed, the overload takeoff weight was increased to 72,000 lbs. At these weights, much more spray was caused on takeoff than at lighter weights.

When the XPB-2Y3 was flight-tested in late 1941 or early 1942, it was fitted with three-bladed aluminum propellers. A heavy spray was thrown through the inboard propeller during heavy load takeoff. At that time some thought was given to use of four-bladed propellers inboard in order to reduce the length of the blade that was exposed to the heavy spray. The chief engineer for the manufacturer pointed out that to maintain comparable performance the four-bladed propeller would only be six inches shorter than the three-bladed and "this small gain would not justify the increased weight and operating complications involved in using two different propellers."

Accordingly, six months were devoted to attempts to improve the hull lines in order to decrease the amount of spray. These efforts were not successful and when the first production PB-2Y3 was flown, the inboard propellers eroded so badly that after 36 flights at intermediate load (60,000 lbs.), they had to be replaced. The new blades required replacement after

seven flights at heavier loads (66,000 and 72,000 lbs.).

This experience led to the conclusion that four-bladed, steel propellers, which were more resistant to erosion than aluminum props, should be used.

This finding was confirmed by flight tests in the fall of 1942, but production of the four-bladed steel propellers was too limited for installation on all engines of the PB-2Ys. Accordingly, the compromise was reached of installing it on the inboard engines only—until such time as sufficient four-bladed, steel props were available for all engines. As nearly as can be determined from available records, it was sometime in late 1943 or early 1944 before this was accomplished. Until that time, the unusual propeller configuration was used, despite the added operational and logistical problems.—ED.

### Trap-Shoot Team

SIR: In a recent issue of ALL HANDS I read an article on the Navy Trap Shooting team. Since I am unable to find the edition the article appeared in, perhaps you could advise me on the procedures required for making the team? R. W. K., FTM3, USN.

• Team members for the squad are selected from those best qualified at the conclusion of the All-Navy Championships. The Chief of Naval Technical Training publishes an annual notice in March on small arms training competition, which includes the procedures and guidance for shotgun competitions.—ED.

### Meaning of 'Snipe'

SIR: I have canvassed naval personnel from seamen to lieutenants and none has been able to answer my question: How did the term "snipe" originate?—R.C.L.

• The origin of the slang word "snipe," applied to members of the engineering gang, like so many terms which have found their way into nautical language, seems lost in obscurity.—ED.

## Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, (Pers-P31), Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• USS *Hornet* (CV 8) & (CV 12) —The 24th annual reunion will be held 23-25 Jun 1972 in Boston, Mass. Details are available from Carlos R. Reichert, 5 Ralph Rd., Danvers, Mass. 01923.

• USS *Cambria* (APA 36) —A reunion will be held for the WW II Coast Guard and Navy crew of *Cambria* at Great Neck, L. I., N. Y., on 24 Jun 1972. For further information, please contact Louis W. Haas, 12 Cambria Rd., Syosset, N. Y. 11791.

• USS *Gambier Bay*/VC-10 Survivors—A reunion will be held 7-9 Jul 1972. Charles G. Heinl, RFD #1, Maria Stein, Ohio 45860, can supply detailed information.

• USS *Concord* (CL 10)—Dubuque, Iowa, is the setting for the 26th annual reunion of *Concord*. The date is 13-16 Jul 1972. More information is available from W. M. Watts, BMC, USN (Ret), 1675 Finley St., Dubuque, Iowa 52001. You may also call him at 319-582-7389.

• Third Special USNCB (Seabees)—The 22nd annual reunion will be held in New Orleans, La., 21-23 Jul 1972. Please contact Cy Caruso, 19 Ravan Ave., Harahan, La. 90123.

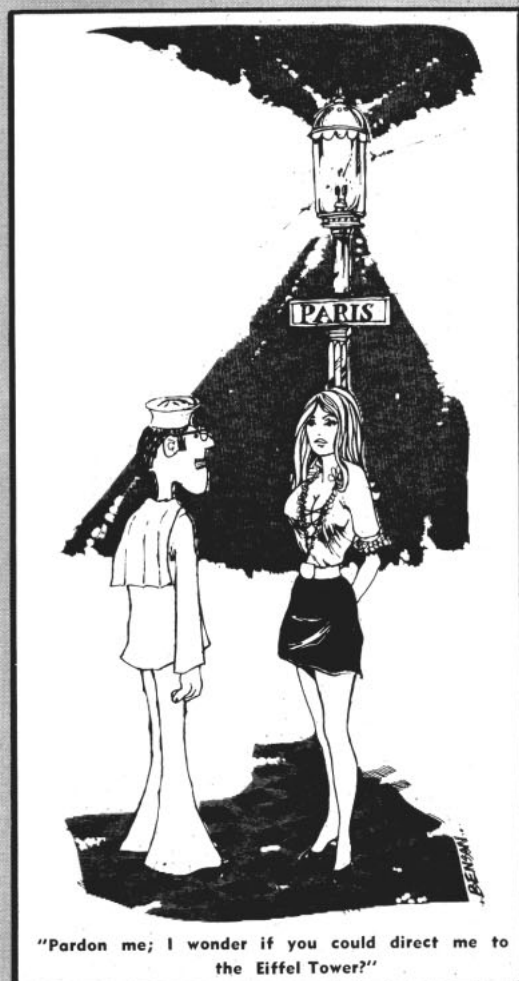
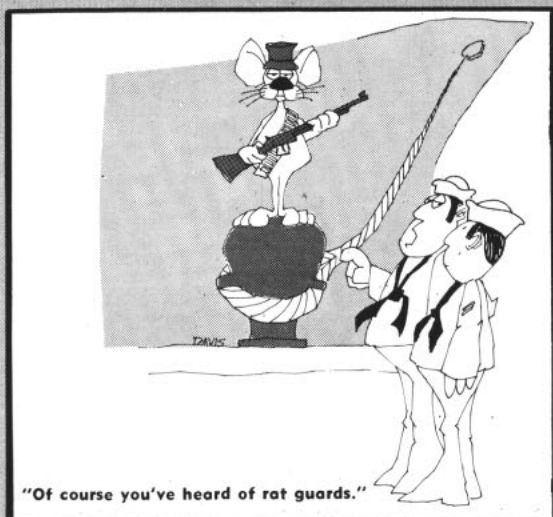
• USS *Swanson* (DD 443)—Former *Swanson* crewmen will hold their fifth reunion 21-23 Jul 1972 in Atlanta, Ga. Contact Walter H. Royall, 2734 Preston Dr., Decatur, Ga. 30034, for details.

• USS *Louisville* (CA 28)—A reunion will be held 27-29 Jul 1972 in Chicago. Former crewmembers may contact W. I. Exum, 1154 W. Main St., Stroudsburg, Pa. 18360.

• USS *Gleaves* (DD 423)—A reunion will be held at Centereach, L. I., N. Y. Information is available from James A. Burke, 156 Gibbs Pond Rd., Nesconset, N. Y. 11767.



page 63



# TAFFRAIL TALK

**T**HE EVENING STAR, a major newspaper here in Washington, runs a daily column called "Action Line," which provides answers to questions and solutions (where possible) to problems—ranging from laments about the absence of suitable bicycle paths to which kind of birdfeed is best for parakeets—of its readers in the Washington area. In a recent edition of the newspaper, the Action Line column contained the following entry: "I read Action Line daily and enjoy it very much. It's great the way you help so many area residents. I'm in the Navy, so I have no problems." Action Line's response was: "The Navy Department is probably glad to hear that."

To ensure anonymity, the newspaper prints only initials of people writing to Action Line, but—through an in-depth probe of the situation—we were able to establish the identity of the author who, alas, turned out to be none other than ALL HANDS staff member YN1 Richard Willet. (The in-depth probe, we must confess, consisted of Richard saying, "Hey, look, my letter made it in Action Line.")

Anyway, Richard is probably the most media-conscious and -connected yeoman we've come across. Not only does he successfully accomplish the formidable task of keeping track of everything—incoming and outgoing correspondence, articles, photographs, releases, and a raft of related items—necessary for the smooth operation of ALL HANDS, but he also broke into national television last June.

The new enlisted dress uniforms had just been announced, and part of one morning's "Today" show on NBC was dedicated to the public announcement of the future garb by CNO Admiral Elmo R. Zumwalt, Jr. Richard was recruited to be one of the models (of the "before" uniform—the one worn today) and, of course, the ALL HANDS editorial office buzzed with excitement at the prospect of seeing one of our own — live, no less — on national TV.

When the big day finally arrived, DM2 Bill Thomas of our art staff brought his portable TV to the office and, so as to not lose valuable working time, we posted a TV watchstander to alert everyone when it came time for Richard to make his debut. Finally, Hugh Downs in New York announced a shift to NBC's Washington studio for a look at the future Navy enlisted uniform, and we all gathered round in anticipation.

The performance didn't quite live up to our expectations (which, we must admit in retrospect, were a bit unrealistic). Richard was one of five or six consecutive Navymen who quickly paraded—at long range from the camera—across a wooden platform (to the tune of "Anchors Aweigh") and quickly disappeared behind a curtain.

We all returned to our desks—a little disappointed, but still having enjoyed the momentary viewing—and continued working. When Richard returned from the studio, we said that we'd enjoyed seeing him on the tube but had hoped that he would have been on longer. "Oh, well," he said, "the people at the studio were really nice—and the free breakfast they served us was GREAT!" Richard has no problems. We're glad.

*The All Hands Staff*

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• **AT RIGHT:** "I WANT A GULL, just like the gull . . ." Like her civilian counterparts, Mrs. S. Gull anxiously waits on the pier at Naval Base, Norfolk for her seagoing spouse who is evidently connected with the Air Navy in some kind of flight operations.—Photo by JOC Bill Wedertz







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